

Scale AVIATION Modeller International

Gloster Gauntlet

by Richard J. Caruana

BAe Harrier GR.3
GM FM-2 Wildcat
Yakovlev Yak-18
Heinkel He 177
AT-9 Jeep





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Quick Build

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editorial

Where are all the younger modellers?

Last month I touched on one question that comes up time and time again, well this month here is another one. I have heard many people pose this question, and all of them seem to think it is the be all and end all to the future of our hobby. Now I agree that the hobby will only continue and thrive if we have new people taking it up, and that means a younger generation. However, I really think that most of those posing the question seem to have acquired a rather rosey view of the whole subject with age! I started model making at the age of eight. I had no 'income' and got all my models as presents or in return for 'work' undertaken (cleaning cars etc).

My monthly output was not huge, as I had no disposable income to support it, but I probably made 20+ models a year, as I got quite a few on my birthday and Christmas. That said I NEVER attended a model show or club throughout my childhood and right up into my twenties. The problem is that as a youngster the last thing you want is to be surrounded by, dare I say it, "old men". Basically you make models as fun, as an extension of a passion and, when you are very young, to blow up etc in wargames! The appeal of a model club or show



is not one you can see as a youngster and the rather nit-picking environment is not one that appeals. I have seen and heard new teen and adult members to a club greeted by the local club know-it-all with phrases like "those decals are terrible", or "not bad for a first time effort".

How do you expect to encourage people in this hobby with

stupid remarks like that! So the know-it-all feels big, but the potential new member of the club is unlikely to return again (and didn't in the above two cases I hasten to add!).

So, where are the youngsters? Well, you need to understand that the

subjects they will like are most likely to be in the sci-fi field and anyone down town on a Saturday morning will usually find their local Games Workshop packed with kids and what are they doing - yes, building models and playing games! Like us all, in twenty-something years they will have got the job, house and 2.5 children and be looking back with those rose-tinted glasses at the good old days when they made models. I wonder if they will be asking the same question - "Where are all the younger modellers?" - I expect so! Until next month...

Richard A. Franke

Group Editor
SAM Publications

news update

AZUR

1/72nd

One of the most recent kits released by Azur in this scale was the Potez 630 (#A36/£12.55).



1/32nd

Azur have moved into this large scale recently with the release of an all-new tooling of the Dewoitine D.520C.1 (#A40/£19.40).



1/32nd

The second WWI subject in this scale from Battle Axe was released in early August and was the Fokker E.III (#3202/£44.50).

Classic Airframes

1/48th



Classic reissued the Westland Whirlwind (#CF463) in this scale during early August. The kit features new box art and decals and now has an injected canopy instead of the vac-formed example in the first edition. It retails for £29.95.

EDUARD

1/72nd

Eduard released in early July the ex-Fine Molds Messerschmitt Me 410 Hornisse (#7028) with additional etched detail parts etc and it retails for no less than £34.30!

FUJIMI

1/72nd

Listed in Japan for an August release is the Grumman F-14 Tomcat 'Black Knight' (#72152/¥2500).

DRAGON



1/48th

Back once again in this scale during August was the Luftwaffe day fighter crew set (#5532/£17.99).

Due for reissue during September is the Focke-Wulf Ta 152H-1 (#5501/¥3400).

**MINICRAFT
MODEL KITS**

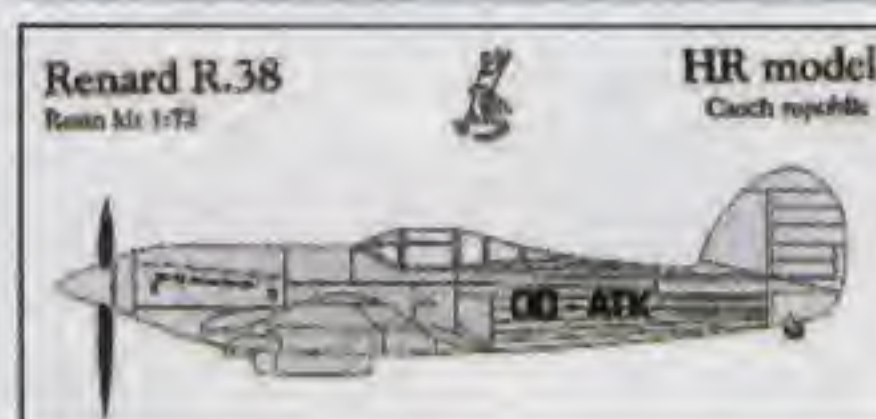
1/144th

Back in a Minicraft box during late July was the ex-Airfix Boeing 314 Clipper 'Pan Am' (#14503/£14.99), which is a disappointment to many as I am sure they expected and hoped for an all-new tooling of this important type.

1/72nd

Back in this scale during July was the Consolidated PB4Y-1 Liberator (#11633/£19.99).

HR model



1/72nd

Recently released by this manufacturer was a resin kit of the Renard R.38 (#7286/£14.90).



1/48th

Two new resin aircraft kits were released in early August, they were the Pfalz D.VI (#4805/£26.40) and Pfalz E.I (#4806/£26.40). The latter item also includes decals.



1/72nd

The recently released Martin AM-1 Mauler [early version] we mentioned last month is indeed the ex-Siga kit, as Siga have apparently sold all their moulds to Ace.

Heller

1/72nd

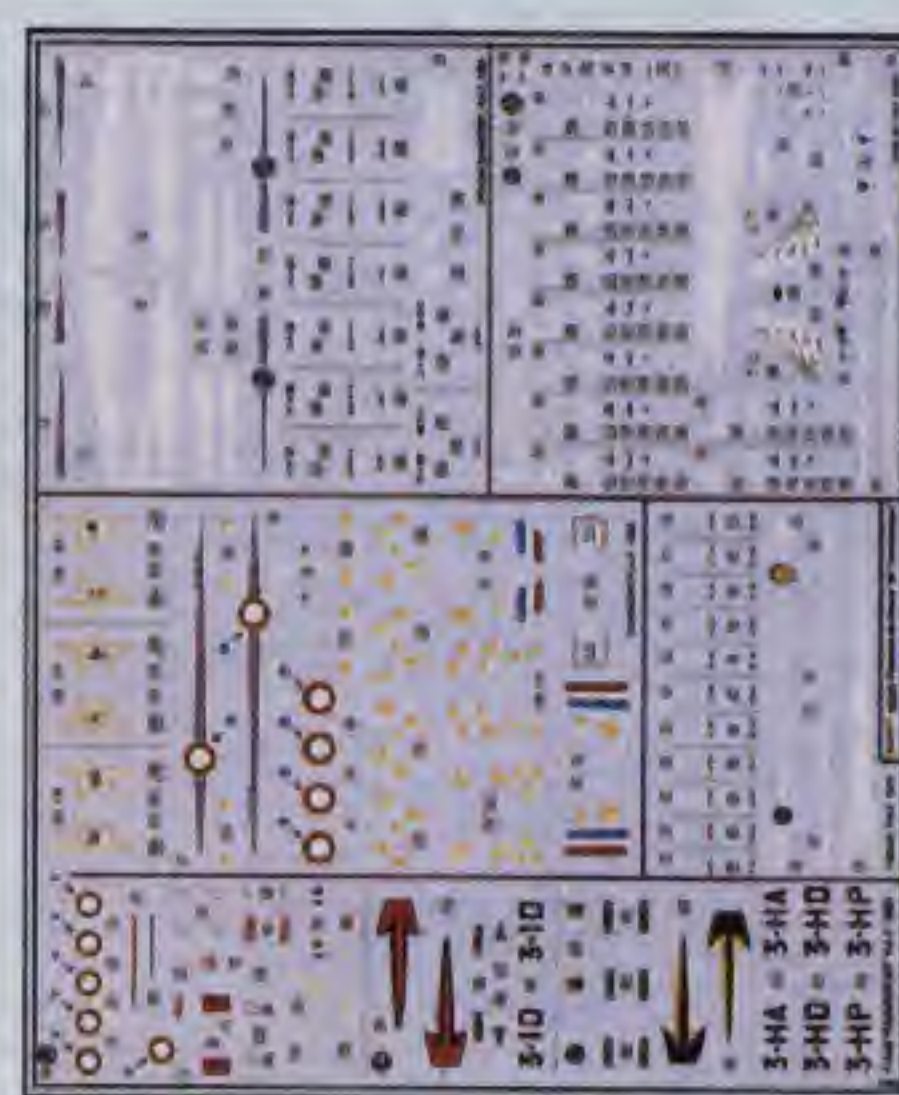
Recently Heller have produced a limited edition special boxing to celebrate the 50th anniversary of the French national aerobatic display team; Patrouille de France. This boxed set comprises their 1/72nd scale kits of the Republic Thunderjet, Dassault MD 450 Ouragan, Fouga CM 170 Magister and Dassault Alpha Jet. These four types were



operated by the team from 1953 through to the present day. The set also contains ten tins of enamel paint, a tube of plastic cement and a paintbrush. Probably the most impressive items



in the set are the decal sheet and the special 2003 souvenir booklet. The former is huge, as big as the box, and gives a full set of markings for each machine included in the set. The 34 page booklet is a special produced by Heller and the Armée de l'Air and it includes a mass of photos of the team, as well as technical data on the aircraft they flew.



We are not sure of the worldwide availability of this item at time of going to press, but if you do see one pick it up as it is a real gem of a set.

OMEGA Models



1/48th

One of the most recent resin kit releases from this manufacturer in this scale is the Thulin K [Swedish version] (#4810/£30.45).

Fire Models

1/48th

Listed for release during August in Japan are the A5M1 Type 96 Fighter (#FA-01R/¥3900), A5M2 Type 96 Fighter [Early Model] (#FA-02R/¥3900), A5M2 Type 96 Fighter [Late Model] (#FA-03R/¥3900) and Mitsubishi A7M2 Reppu Model 11 (#FB-12/¥2900).

MONOGRAM



1/48th

Back again in this scale from Monogram is the Douglas A/B-26C Invader (#85-5508) and at £14.99 in the UK it is actually cheaper than when it was first released some six years ago!



1/35th

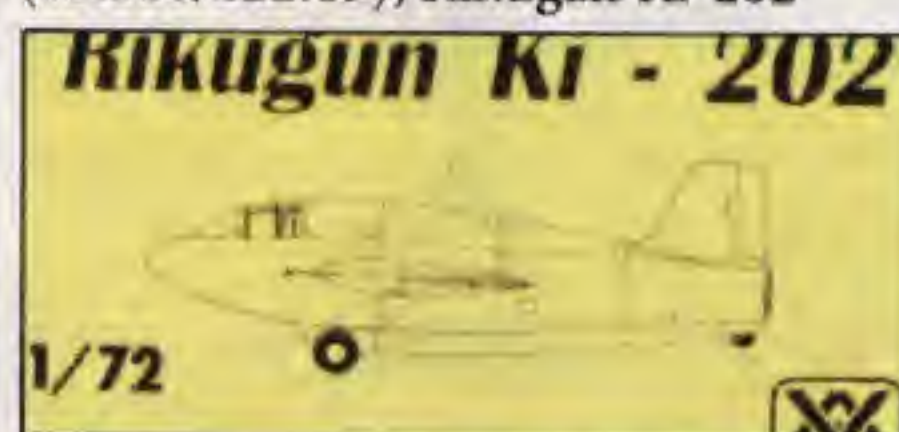
Released in the UK in early August was the Sikorsky UH-60A/L Blackhawk (#6430/£32.99), which we presume is the ex-Academy tooling?



1/72nd



Some of the most recent resin kit releases from A & V Models include the Miles M.39B Libellula (#K116/£22.15), Rikugun Ki-202



(#K115/£20.75) and Yak-25 (#K117/£24.20). The latter kit depicts the original version of the Yak-25 from 1947.



1/72nd

Recent resin kit releases from Kora include the Miles M.20/4 (#7263/£26.00) and Miles M.20/2 (#7262/£26.00).



GAVIA



1/72nd

Back once again from Gavia in this scale during July was the L-410 UVP Turbolet (#011/£18.50). This is an updated version of the original kit in the 'Professional Accessories' range and comes complete with etched detail parts and new decals.



1/72nd

Released in the UK in late July was a special limited edition reissue of their Spitfire Mk Ia kit to commemorate the 50th Anniversary of their first kit in 1953. The kit is packaged with the same header as the original and in a poly bag, but unfortunately it is not the original kit (that was converted to a Mk V and then IX) nor does it have the correct 'oval' display stand of the original (the kit includes the familiar U-shaped stand of the 1970s). This kit (#1001) is a limited edition and retails for £2.99

Celebrating a Century of Flight!

The Top 100 Poll

December 2003 marks the Centenary of the first powered flight and Scale Aviation Modeller International wants to celebrate it and is asking you, our readers, for your votes.

All you have to do is email (sampublications@comsam.co.uk), fax (+44 [0] 8707 333744) or write (SAM Publications, Media House, 21 Kingsway, Bedford, MK42 9BJ) telling us which aircraft types you consider to be the TEN most significant in the last 100 years. Alternatively, from April 6th you can fill out a form online at www.sampublications.com.

Richard J. Caruana has undertaken to produce colour side profiles of the top 100 types in accordance with these votes and these will appear in the December 2003 edition.

ALL VOTES MUST BE IN BY THE 31ST AUGUST 2003.

RVHP

1/48th

Recent resin kit releases in this scale from RVHP include the Grumman SF-1 (#4818/£34.60), Grumman (CCF) G-23 'Goblin' (#4819/£34.60) and Grumman (CCF) G-23 'Delfin' (#4820/£34.60).

Revell

1/144th

Due for release during August in this scale is the all-new kit of the Lockheed X-35B JSF (#04009/£2.99).

There is no sign of the all-new kit of the Canadair CL604 Challenger (#04207) to date, so hopefully this will be released in September as it was scheduled for the 3rd quarter of 2003?

**1/72nd**

New in this scale during August is the Sea King Mk 41 with Skua missiles (#04411/£12.99), which is just an updated reissue of the Sea King kit.

1/48th

The special book and kit combination set comprising the TBD-1 Devastator with a 48 page book on US Navy and Marine aircraft of World War II that we mentioned a few months ago, is now available in the UK. It (#85-6875) retails for £22.99.

Due for release during August is the ex-Monogram tooling of the Consolidated B-24D Liberator (#04529/£34.99), which was actually due for release in the 4th quarter

(October, November or December) of 2003 in the initial Revell release schedule for 2003?

1/32nd

Due for reissue in this scale during August is the Lockheed P-38J/L Lightning (#04701/£14.99).

LEGATO
KITS**1/72nd**

Recent resin kits released in this scale from Legato include the V.S. Spitfire F Mk IIC (#04872/£20.00) and Nardi Fn.305 (#04972/£18.70).

**1/48th**

Having only recently moved into 1/48th scale, Legato have recently released their second kit, the Löhner D.I (#4802/£29.75).

ACCURATE
MINIATURES**1/48th**

This company has announced the reissue of the N.A. Mustang Mk IA, and the Iluyshin Il-2m3 Stormovik for mid-October 2003.

At the same time there will be a new item released in the shape of the N.A. F-6B photo-reconnaissance version of the Mustang.

PANDA
MODELS**1/48th**

Due for release in Japan during August is the F-35K 'Fleet Air Arm' (#48004/¥2000).

Sword

**1/48th**

The most recent limited-run kit from this

manufacturer is the Northrop T-38 Talon (#4804/£17.99) which features resin detail parts and an injected canopy.

RODEN

1/72nd

Due for worldwide release during September is the Gotha G.Va/G.Vb (#020).

1/48th

Due for release by Roden in this scale during September will be the Gloster Gladiator Mk II (#401), Sopwith 1.B1 'French bomber' (#411) and Fokker D.VII [Early] (#415).

TAMIYA

**1/48th**

The 'Bubbletop' version of the Republic P-47D Thunderbolt (#61090) was released by Tamiya in the UK in late July and retails for £27.99.

winners

**'Wellington Competition'**

The two lucky winners who correctly identified Barnes Wallis as the designer of the Wellington's geodetic construction are:

One
Allan Strombert
Sweden

Two
Mr Woodward
Zimbabwe

TRUMPETER

1/32nd

Released in Japan in late July and due in the UK by the

time you read these words are the Republic F-105D Thunderchief (#02201/£59.95) and Republic F-105G Wild

Weasel (#02202/£59.95).

1/24th

Released in the UK in late July was the all-new tooling of the Mitsubishi A6M2b Type 21 Zero (#24005/£69.95).

This will be followed during August with the release of the Messerschmitt Bf 109G-2 (#02406/¥9800) and Messerschmitt Bf 109G-6 [Early Version] (#02407/¥9800).



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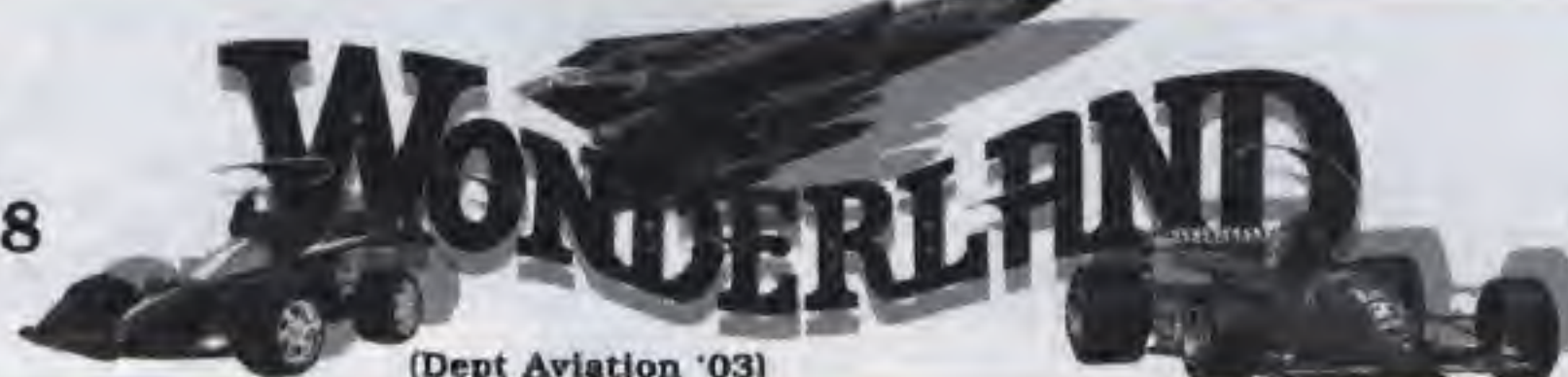
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HA0620	1/72 HURRICANE IC "3 SQN"	9.99



1/200th

Items released in this scale in the UK during July included the KDC-10 'Royal Netherlands Air Force' (#10645/£16.99), Boeing 747-400



'JAL New Scheme' (#10701/£14.99), Boeing 777-200 'JAL New Scheme' (#10703/£14.99), Airbus A300 'JAL



New Scheme' (#10731/£12.99), Airbus A320 'ANA New Scheme' (#10732/£12.99) and Boeing 777-200 'Air France' (#10729/£16.99).



Items released in Japan in July included the Boeing 727-200 'American Airlines' (#10646/¥1400) and the Space Shuttle Orbiter (#10730/¥1000).

Due for release in August in this scale is the DC-10-40 'JAL' [New Markings] (#10733) and the Boeing 767-300 'ANA' (#10706).

The only item listed for release in September in this scale is the L-1011 Tristar 'Demonstrator' (#10647).

1/72nd

Released in the UK during July were the Hawker Hurricane Mk IIC (#00620/£9.99), Kawasaki Ki-61-1 Tei '18th Flight Training Unit' (#00621/£9.99), FG-1D Corsair 'Reserve' (#00622/£9.99), Focke Wulf Fw 190D-9 'Rudel' (#00623/£9.99), F-15A/C Eagle 'Israeli Defence Force' (#00624/£16.99), F/A-18A Hornet 'Adversary' (#00625/£12.99), F-14D Tomcat 'VF-2 Bounty Hunters' (#00626/£17.99), Messerschmitt Me 262A 'Galland' (#00627/£9.99), Mitsubishi A6M5C Zero Type 52 Hei 'Jinrai Squadron' (#00628/£9.99),



F-16C Fighting Falcon 'Wolfpack 2002' (#00631/£10.99), McDD F-4EJ Kai 'Okinawa 2002' (#00638/£10.99), Messerschmitt Bf 109T (#00639/£17.99), N.A. Mustang Mk IV 'Hunsdon' (#00629/£9.99), Nakajima A6M2-N Type 2 Rufe 'Takuma Flying Group'



(#00630/£12.99) and Boeing B-47E Stratojet (#K007/£17.99).

Released in Japan during July were the CF-104 & CF-104D 'Starfighters' [two kits in one box]



(#00632/¥2400), McDD F-4B/N 'MiG Eater' (#00640/¥2400), Panavia



Tornado F Mk 3 'Regia Aeronautica' (#00641/¥2400), McDD AV-8B 'Italian Navy' (#00642/¥1400) and



LTV F-8E Crusader 'Sundowners' (#00643/¥1400).



Items for release in August in this scale include the Chance-Vought Corsair Mk I 'Fleet Air Arm'



(#00646), Mitsubishi F-1 'Air Combat Meet 1995' (#00647),



Hawker Hurricane Mk IIC 'S.E.A.C.' (#00648), Curtiss P-40N Warhawk



'CBI Campaign' (#00649) and the long-awaited, all-new kit of the N.A. B-25J Mitchell (#E16/¥3200).



September releases will be the McDD F-4F Phantom II 'JG74 20th



Anniversary' (#00651), V.S. Spitfire Mk VIII 'No.145 Squadron' (#00652),



Grumman F6F-5 Hellcat 'VF-17 Jolly Rogers' (#00653), B-17F 'Luftwaffe



Erprobungskommando' (#00654),



Martin SP-5B Marlin 'VP-48 Boomrangers' (#00655), D.H. Mosquito FB Mk VI 'Royal



Australian Air Force' (#00656), McDD RF-4B Phantom II 'VMFP-3'



(#00657) and US-2 Tracker 'Bicentennial' (#00658).

1/48th

Released in the UK in this scale during July were the P-51D Mustang 'Big Beautiful Doll' (#09480/£15.99), Mitsubishi A6M2b Zero Type 21 'Pearl Harbor' (#09481/£15.99), Messerschmitt Bf 109E-1 'Sitzkrieg' (#09482/£17.99), F-86F Sabre 'Korean War Ace' (#09483/£21.99), Kawanishi N1K2-J Shidenkai 'Yokosuka Naval Air Group' (#09484/£16.99), Spitfire Mk VIII 'SEAC' (#09485/£16.99), A-4E/F Skyhawk 'Marine Corps'



(#09486/£17.99), F-16A Netz 'Israeli Defence Force' (#09487/£17.99),



Nakajima C6N1-2 Nightfighter Saiun with 30mm cannon (#09488/£17.99),



AH-64A Apache 'Israeli Defence Force' (#09489/£24.99), Messerschmitt Bf 109G-2 Tropical 'Black 6' (#09499/£15.99) and GD F-16CJ 'Tiger Meet' (#09438/£17.99).

Scheduled for release in Japan during July were the all-new Mitsubishi F-2A (#PT27/¥2600) plus



the Lockheed CF-104 'Starfighters' (#09490/¥2800), Hawker Hurricane Mk I 'Night Fighter' (#09494/¥2600),



Mitsubishi A6M3 Zero Type 22 Koh '261st Flying Group' (#09495/¥2400),



McDD A-4L Skyhawk (#09496/¥2600) and Messerschmitt



Bf 109G-6 'Rumanian Air Force' (#09497/¥2400).



New items due for release during August are the N.A. F-86F-30 Sabre 'J.A.S.D.F.' (#09500), Chance-Vought F4U-5N Corsair 'Soccer War'



(#09501), N.A. P-51D/K Mustang 'Pacific Aces' (#09503), Macchi C.202



Folgore 'Italian Co-Belligerent Air Force' (#09504) and Grumman F-14B Tomcat 'Jolly Rogers VF-103' (#09502).

September releases will be the McDD F/A-18B Hornet 'Test Pilot School' (#09507), Lockheed F-104G Starfighter 'Mount Olympus' (#09505), V.S. Spitfire Mk IX 'Israeli Defence Force' (#09506), Nakajima Ki-43-II Hayabusa '248th Flight Regiment' (#09508) and McDD F-4J Phantom II 'Liberty Bell' (#09509).

1/32nd

The only item released recently in the UK in this scale recently was the Lockheed F-104J Starfighter 'JASDF' (#08138/£25.99).

Released in Japan during July was the Focke-Wulf Fw 190D-9 'late version' with wooden tail (#08140/¥4200).



This will be followed in September with the release of the N.A. P-51D Mustang 'Checkertail Clan' (#08141).

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previews

Note: We have now added a 'Production' status to these previews and all items are mainstream (unlimited) production unless otherwise stated - Ed



Lockheed Vega Model 5/UC-101

Scale: 1/72nd
Kit No: 72522
Price: £10.85
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Production: Limited
Type: Limited-run Injection Moulded Plastic
Decal Options: 2
Manufacturer: MPM
UK Importer: Hannants



Felixstowe F.2A

Scale: 1/72nd
Kit No: 014
Price: £21.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Decal Options: 4
Manufacturer: Roden
UK Importer: Pocketbond Ltd



R.A.F. S.E.5a 'Hispano Suiza'

Scale: 1/72nd Kit No: 023
Price: £7.49 Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Decal Options: 9
Manufacturer: Roden
UK Importer: Pocketbond Ltd



The Dam Busters

Scale: 1/72nd & 1/48th Kit No: 10998
Price: £19.99 Panel Lines: Recessed ✓
Status: Combined Packaging ✓
Production: Limited Edition
Type: Injection Moulded Plastic
Also Includes: 6x Tinlets of Enamel Paint, Poly Cement & Paint Brush
Decal Options: 2 (Lancaster) & 4 (Tornado)
Manufacturer: Airfix



Heinkel He III E

Scale: 1/72nd
Kit No: 027
Price: £18.95
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Decal Options: 3
Manufacturer: Roden
UK Importer: Pocketbond Ltd



Sopwith 1 1/2 Strutter 'Comic Fighter'

Scale: 1/48th
Kit No: 407
Price: £17.50
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic & Etched Brass
Decal Options: 2
Manufacturer: Roden
UK Importer: Pocketbond Ltd



McDOD F/A-18C Hornet

Scale: 1/144th
Kit No: 04001
Price: £2.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Decal Options: 2
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)



Messerschmitt Bf 109 Z

Scale: 1/48th Kit No: 086
Price: £57.80
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin & Vac-formed Clear Plastic
Decal Options: 1
Manufacturer: Planet Models
UK Importer: Hannants



Nieuport 17 'C 1'

Cat. No A74

Scale 1:72

CHOROSZY
Modelbud

Top quality resin - moulded
limited run handmade by modelers
for modelers. Transfer decals included.

Nieuport 17 C1

Scale: 1/72nd
Kit No: A74
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin
Decal Options: 2
Manufacturer: Chorosz Modelbud
UK Importer: Check Aeroclub for price and availability



Aichi
Experimental 3-seat
Reconnaissance Seaplane



Kit No. B47 Scale 1/72

CHOROSZY
Modelbud

The quality resin moulded parts are handcrafted by experienced model makers. The quality of the finished model is guaranteed.

Aichi Experimental 3-seat Reconnaissance Seaplane

Scale: 1/72nd Kit No: B47
Price: £TBA Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin
Decal Options: 1
Manufacturer: Choroszy Modelbud
UK Importer: Check Aeroclub for price and availability



AB-4
Night Reconnaissance Flying Boat



Kit No. B53 Scale 1/72

CHOROSZY
Modelbud

The quality resin moulded parts are handcrafted by experienced model makers. The quality of the finished model is guaranteed.

AB-4 Night Reconnaissance Flying Boat

Scale: 1/72nd Kit No: B53
Price: £TBA Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin
Decal Options: 1
Manufacturer: Choroszy Modelbud
UK Importer: Check Aeroclub for price and availability



Experimental 9 880
Carrier Attack Aircraft
Ka-12 2nd Version



Kit No. B52 Scale 1/72

CHOROSZY
Modelbud

The quality resin moulded parts are handcrafted by experienced model makers. The quality of the finished model is guaranteed.

Ka-12 [2nd Version]

Scale: 1/72nd Kit No: B52
Price: £TBA Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin
Decal Options: 1
Manufacturer: Choroszy Modelbud
UK Importer: Check Aeroclub for price and availability



Experimental 9 880
Carrier Attack Aircraft
Ka-12 1st Version



Kit No. B54 Scale 1/72

CHOROSZY
Modelbud

The quality resin moulded parts are handcrafted by experienced model makers. The quality of the finished model is guaranteed.

Ka-12 [1st Version]

Scale: 1/72nd Kit No: B54
Price: £TBA Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin
Decal Options: 1
Manufacturer: Choroszy Modelbud
UK Importer: Check Aeroclub for price and availability



Breda 64 Doppio Comando



Kit No. A80 Scale 1/72

CHOROSZY
Modelbud

The quality resin moulded parts are handcrafted by experienced model makers. The quality of the finished model is guaranteed.

Breda 64 Doppio Comando

Scale: 1/72nd Kit No: A80
Price: £TBA Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin & Vac-formed Clear Plastic
Decal Options: 1
Manufacturer: Choroszy Modelbud
UK Importer: Check Aeroclub for price and availability



LOHNER FLYINGBOAT
TYPE M-31



Kit No. B49 Scale 1/72

CHOROSZY
Modelbud

The quality resin moulded parts are handcrafted by experienced model makers. The quality of the finished model is guaranteed.

Lohner Flying Boat Type S-30

Scale: 1/72nd Kit No: B49
Price: £TBA Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin
Decal Options: 1
Manufacturer: Choroszy Modelbud
UK Importer: Check Aeroclub for price and availability



Navy Type 90-1
reconnaissance Seaplane



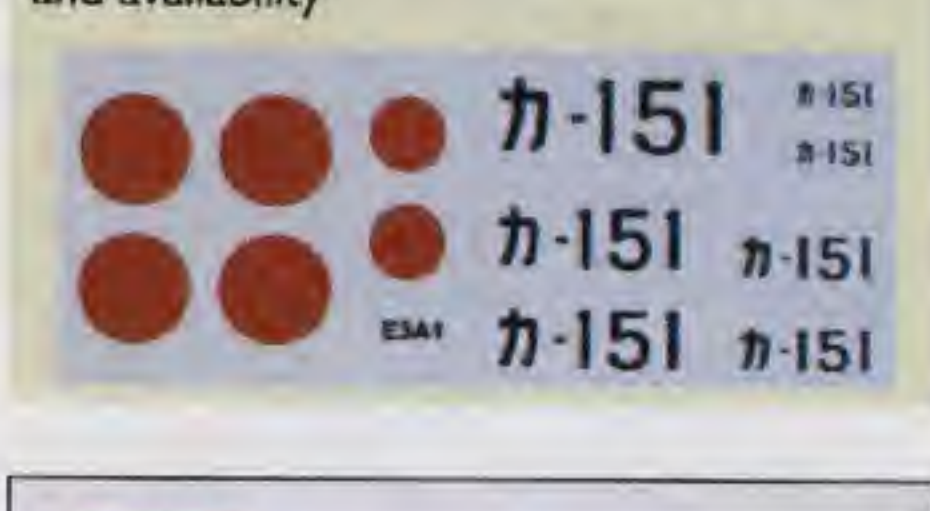
Kit No. B50 Scale 1/72

CHOROSZY
Modelbud

The quality resin moulded parts are handcrafted by experienced model makers. The quality of the finished model is guaranteed.

E3A1 Navy Type 90-1 reconnaissance Seaplane

Scale: 1/72nd Kit No: B50
Price: £TBA Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin
Decal Options: 1
Manufacturer: Choroszy Modelbud
UK Importer: Check Aeroclub for price and availability



LOHNER FLYINGBOAT
TYPE M-31



Kit No. B48 Scale 1/72

CHOROSZY
Modelbud

The quality resin moulded parts are handcrafted by experienced model makers. The quality of the finished model is guaranteed.

Lohner Flying Boat Type M-31

Scale: 1/72nd Kit No: B48
Price: £TBA Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin
Decal Options: 1
Manufacturer: Choroszy Modelbud
UK Importer: Check Aeroclub for price and availability



RE-8



Kit No. A83 Scale 1/72

CHOROSZY
Modelbud

The quality resin moulded parts are handcrafted by experienced model makers. The quality of the finished model is guaranteed.

R.E.8

Scale: 1/72nd
Kit No: A83
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin
Decal Options: 3
Manufacturer: Choroszy Modelbud
UK Importer: Check Aeroclub for price and availability



Experimental 1-84
Carrier Reconnaissance
IMF10



Kit No. A84 Scale 1/72

CHOROSZY
Modelbud

The quality resin moulded parts are handcrafted by experienced model makers. The quality of the finished model is guaranteed.

Mitsubishi IMF10

Scale: 1/72nd Kit No: A84
Price: £TBA Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin
Decal Options: 1
Manufacturer: Choroszy Modelbud
UK Importer: Check Aeroclub for price and availability



NAVY TYPE 10
Reconnaissance Seaplane



Kit No. C11 Scale 1/72

CHOROSZY
Modelbud

The quality resin moulded parts are handcrafted by experienced model makers. The quality of the finished model is guaranteed.

Navy Type 10 Reconnaissance Seaplane

Scale: 1/72nd
Kit No: C11
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin
Decal Options: 1
Manufacturer: Choroszy Modelbud
UK Importer: Check Aeroclub for price and availability



PZL-45 SOKOL



Kit No. A82 Scale 1/72

CHOROSZY
Modelbud

The quality resin moulded parts are handcrafted by experienced model makers. The quality of the finished model is guaranteed.

PZL-45 Sokol

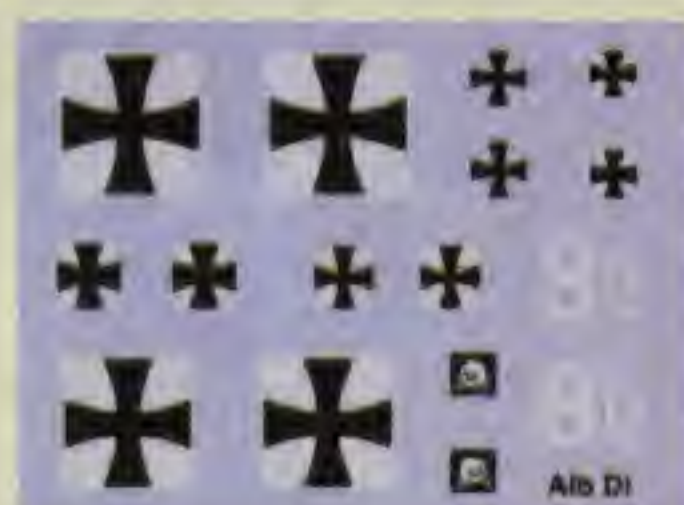
Scale: 1/72nd Kit No: A82
Price: £TBA Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin & Vac-formed Clear Plastic
Decal Options: 1
Manufacturer: Choroszy Modelbud
UK Importer: Check Aeroclub for price and availability





Albatros D.I

Scale: 1/72nd Kit No: A57
 Price: £TBA Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Resin
 Decal Options: 2
 Manufacturer: Choroszy Modelbud
 UK Importer: Check Aeroclub for price and availability



Tachikawa KDA-2

Scale: 1/72nd Kit No: B45
 Price: £TBA Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Resin
 Decal Options: 1
 Manufacturer: Choroszy Modelbud
 UK Importer: Check Aeroclub for price and availability



Potez 630

Scale: 1/72nd Kit No: A036
 Price: £12.55 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Limited-run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear Plastic
 Decal Options: 3
 Manufacturer: Azur
 UK Importer: Hannants



Curtiss Hawk H-70M, N & O

Scale: 1/72nd Kit No: SH 72051
 Price: £9.75 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Limited-run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear Plastic
 Decal Options:
 Manufacturer: Special Hobby
 UK Importer: Hannants



Panavia Tornado ECR 'Tigermeet 2001/02'

Scale: 1/32nd Kit No: 04718
 Price: £34.99 Panel Lines: Recessed ✓
 Status: Reissue (new decals) ✓
 Type: Injection Moulded Plastic
 Decal Options: 2
 Manufacturer: Revell AG
 UK Importer: Revell AG (UK Branch)



Agusta-Westland EH 101 Merlin HM.1

Scale: 1/72nd Kit No: 04410
 Price: £13.99
 Origin: Italeri (Italy)
 Status: Reissue ✓
 Type: Injection Moulded Plastic
 Decal Options: 2
 Manufacturer: Revell AG
 UK Importer: Revell AG (UK Branch)



Airbus A380

Scale: 1/800th Kit No: 71221
 Price: £TBA Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Type: Injection Moulded Plastic
 Also Includes: 2x Tins of Paint, tube of Cement & Paint Brush
 Decal Options: 1
 Manufacturer: Heller
 UK Importer: Humbrol Ltd
 Note: This kit is also available w/o the paint etc (#79844)



Boeing C-135FR

Scale: 1/72nd
 Kit No: 80384
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: Revised Tooling ✓
 Type: Injection Moulded Plastic
 Decal Options: 2
 Manufacturer: Heller
 UK Importer: Humbrol Ltd



Bell P-39N/Q Airacobra 'Russian Ace'

Scale: 1/72nd Kit No: 2223
 Price: £4.99
 Panel Lines: Recessed ✓
 Status: Reissue ✓
 Type: Injection Moulded Plastic
 Decal Options: 3
 Manufacturer: Academy Plastic Model Co., Ltd
 UK Importer: Toyway



Grumman F6F-3/5 Hellcat

Scale: 1/72nd Kit No: 2224
 Price: £4.99 Panel Lines: Recessed ✓
 Status: Reissue ✓
 Type: Injection Moulded Plastic
 Decal Options: 6
 Manufacturer: Academy Plastic Model Co., Ltd
 UK Importer: Toyway



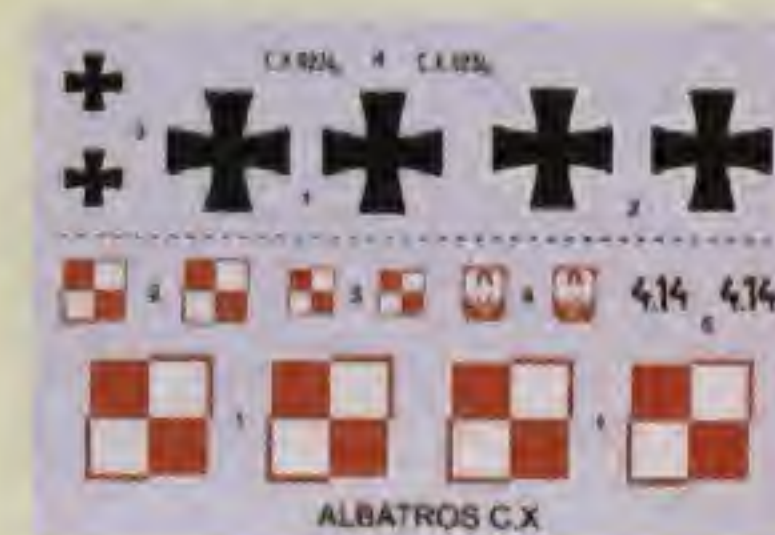
Bearcat Racer 'Rare Bear' 1985

Scale: 1/72nd Kit No: B47
 Price: £TBA Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Limited-run Injection Moulded Plastic, Resin, White-metal & Vac-formed Clear Plastic
 Decal Options: 1
 Manufacturer: High Planes Models
 UK Importer: Hannants and MR & ME



Albatros C.X

Scale: 1/72nd
 Kit No: 72005
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Resin & Etched Brass
 Decal Options: 2 (German & Polish)
 Manufacturer: Airmo (Jadar-Model)
 UK Importer: Check Aeroclub for price and availability



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North American P-51D Mustang '8th AF Aces'
Scale: 1/48th Kit No: 61089
Price: £21.99 Status: Updated Tooling ✓
Type: Injection Moulded Plastic
Decal Options: 4
Manufacturer: Tamiya inc
UK Importer: The Hobby Company Ltd



Tupolev Tu-22M 'Backfire C'
Scale: 1/72nd Kit No: 1238
Origin: Esci (Italy) Price: £21.99
Status: Reissue ✓
Type: Injection Moulded Plastic
Decal Options: 3 (2x Soviet & 1x Ukranian)
Manufacturer: Italeri S.p.A
UK Importer: The Hobby Company Ltd



Czech Master Resin 1/72 Scale
No.133 Hawker Typhoon Prototype/Mk.IA

Hawker Typhoon Prototype/Mk Ia

Scale: 1/72nd Kit No: 133
Price: £19.30 Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin & Vac-formed Clear Plastic
Decal Options: 5
Manufacturer: Czech Master Resin
UK Importer: Hannants



Ju188E-1 AVENGER
Scale: 1/48th Kit No: 5518
Price: £49.99 Status: Reissue ✓
Type: Injection Moulded Plastic & Etched Steel
Decal Options: 2
Manufacturer: Italeri S.p.A
UK Importer: The Hobby Company Ltd



Sikorsky S-39
Scale: 1/72nd Kit No: 128
Price: £26.30 Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin & Vac-formed Clear Plastic
Decal Options: 2
Manufacturer: Czech Master Resin
UK Importer: Hannants



Sikorsky SH-60B Seahawk
Scale: 1/48th Kit No: 2620
Price: £9.99
Status: New Tooling ✓
Type: Injection Moulded Plastic
Decal Options: 2
Manufacturer: Italeri S.p.A
UK Importer: The Hobby Company Ltd



General Motors FM-2 & (Casablanca Class) Flight Deck
Scale: 1/144th Kit No: 14109
Price: £TBA Panel Lines: Recessed ✓
Status: Combined Tooling ✓
Type: Injection Moulded Plastic
Decal Options: 8
Manufacturer: Sweet Aviation Model Div.
UK Importer: Arba Products



Sopwith Triplane
Scale: 1/48th Kit No: 8077
Price: £17.99 Panel Lines: Recessed ✓
Status: Upgraded Tooling ✓
Type: Injection Moulded Plastic, Resin & Etched Brass
Decal Options: 4
Manufacturer: Eduard M.A
Obtain in UK via: Hannants & LSA Models



Grumman AF-2S Guardian Firefighter
Scale: 1/72nd Kit No: 72303
Price: £14.35 Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited-Run Injection Moulded Plastic & Etched Brass
Decal Options: 2
Manufacturer: Ace
Obtain in UK via: Hannants



Westland Welkin Mk I
Scale: 1/72nd Kit No: 132
Price: £26.30 Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin & Vac-formed Clear Plastic
Decal Options: 2
Manufacturer: Czech Master Resin
UK Importer: Hannants



Grumman F-14A Tomcat 'Black Knights'
Scale: 1/32nd Kit No: 60313
Price: £125.00 Status: Updated Tooling ✓
Type: Injection Moulded Plastic
Decal Options: 2 (VF-154 'Black knights' & VF-14 'Tophatters')
Manufacturer: Tamiya inc
UK Importer: The Hobby Company Ltd



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1/48

Sopwith F.1 Camel RFC



1/48

Sopwith F.1 Camel RNAS



ProfiPACK

1/48

Sopwith F.1 Camel



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special preview

Getting the hump!

The kit

Surely this kit must rank as one of the most eagerly awaited kits of the last decade! Modellers have been waiting over five years from the initial announcement of this kit to its actual arrival, but at last it is here. Eduard have gone to a lot of trouble with this kit, and I suspect this is simply because with this subject 'good enough' simply would not be good enough!

The kit comprises four sprues of the now familiar coloured plastic. These sprues are also in the familiar style and layout we associate with Eduard's style of injection moulding and in our example there was not a single mis-formed component. There are two different styles of cowling and two different upper mainplanes (one with the large cut-out and the other with the smaller one) included in the kit. The correct use of these in relation to the colour options in the kit are clearly identified in the appropriate stage in the instructions. The engine is multi-part, although not resorting to any etched components in this version (the

'Profi-pack' version will probably have a new resin engine with etched detail parts in it). This engine is designed to mount on a shaft and rotate, if that is your sort of thing! There are also two

upper decking inserts, but only one of them (#C7) is used for this particular kit. Sidewall and cockpit detail is quite good and pre-painted etched brass seat belts are included, as are 'wicker' decals for the seat! All of the control surfaces are separate with separate control horns included.

Colour options

This kit offers the following three colour options

•1. B7270 flown by Capt. Roy Brown, No.209 Squadron based at Bertangles, France in April 1918.

•2. B2455 flown by Lt. E.G. Forder of No.28 Squadron based in Italy in May 1918.

•3. F2137 flown by Capt. D.R. MacLaren of No.46 Squadron based at Athies, France in October 1918.

The accompanying decal sheet is, as always, beautifully printed and the roundels are split into sections to deal with the points at which they overlap the hinge

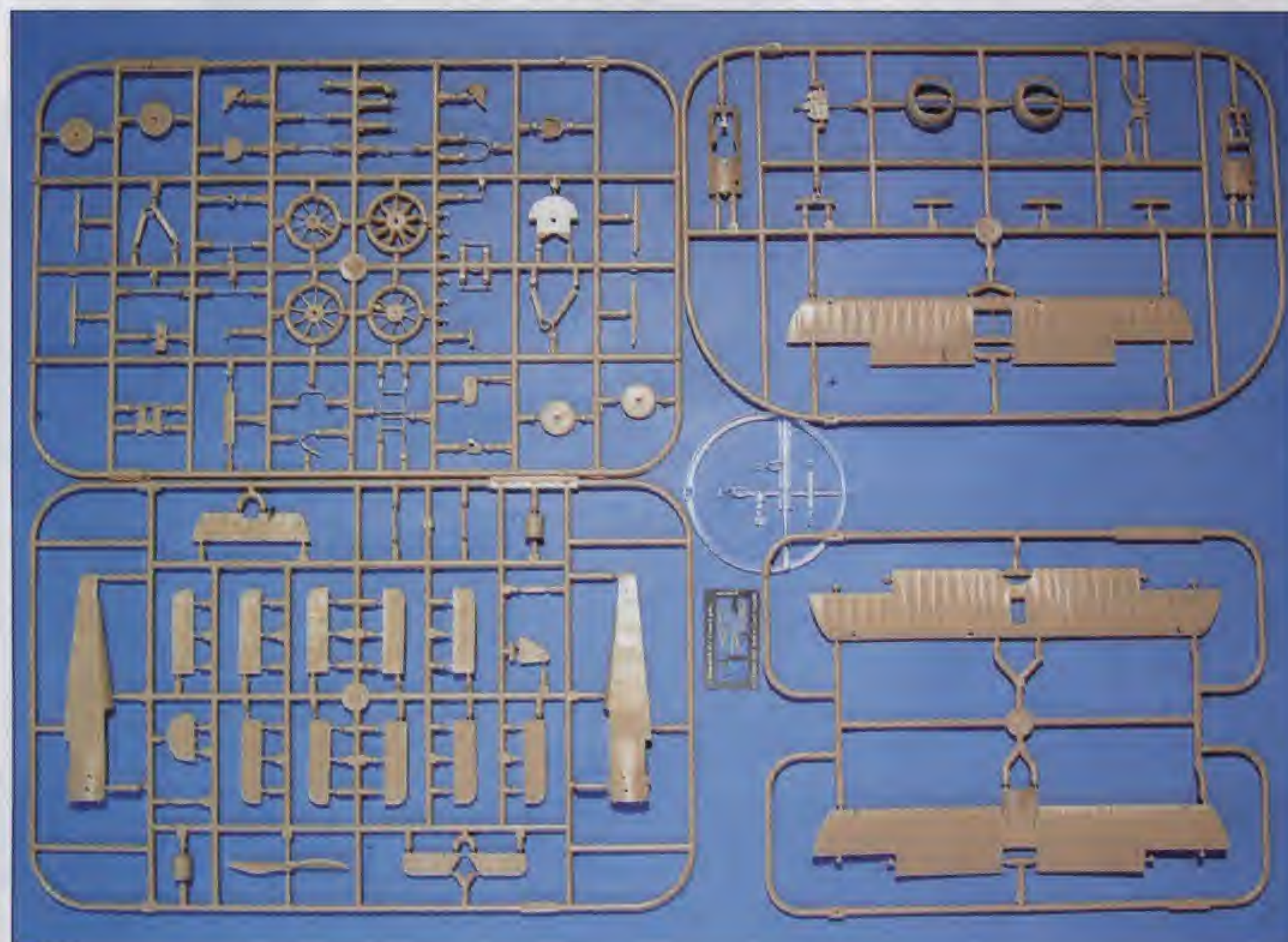
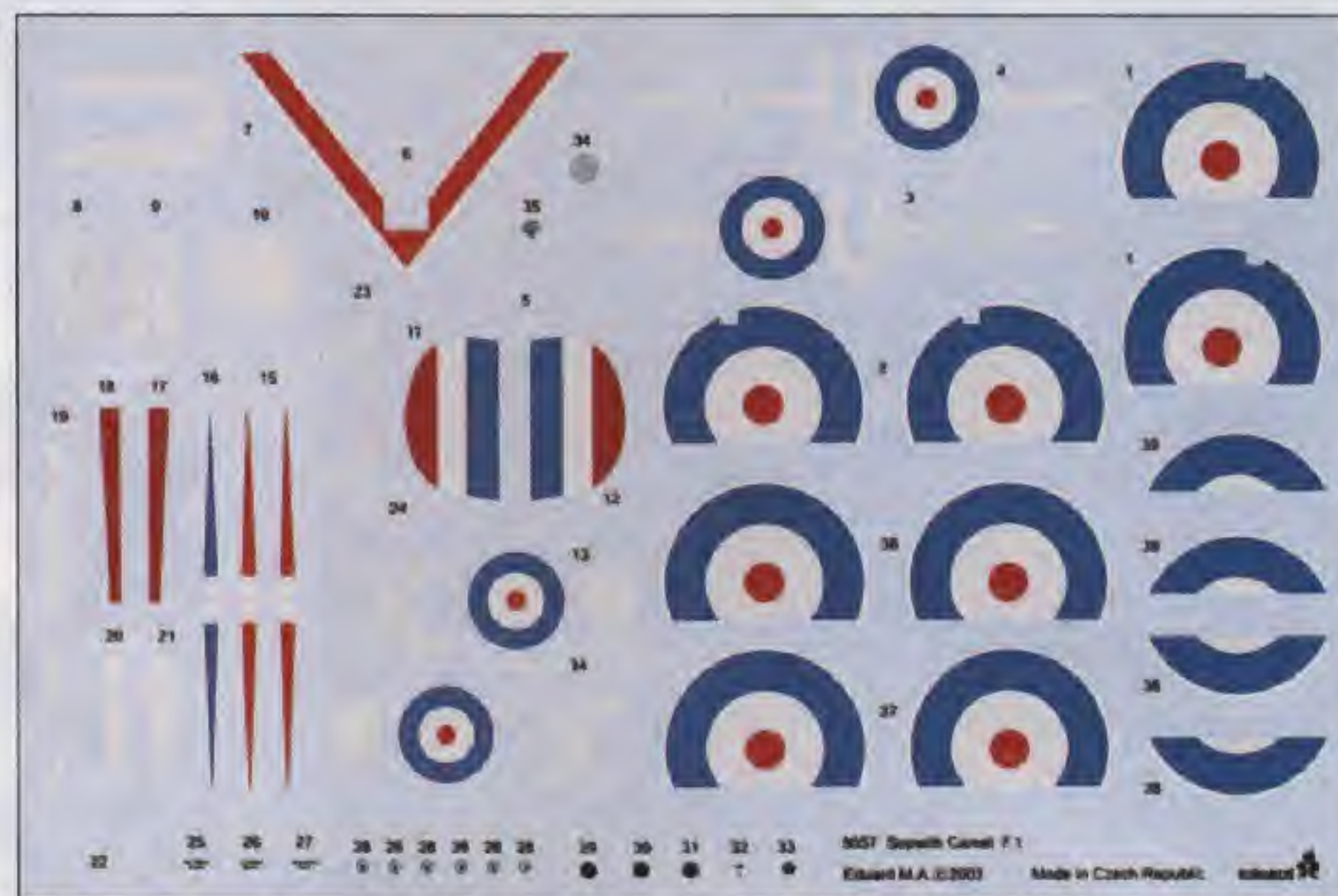
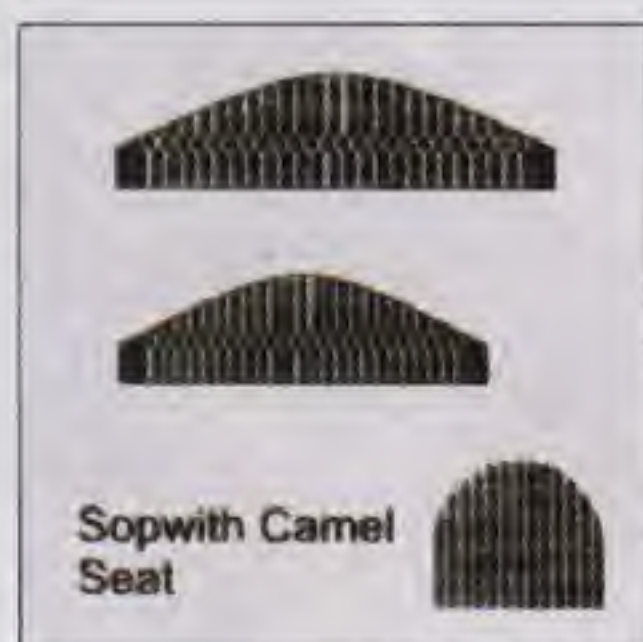
areas for the control surfaces.

On top of the decals there is also a set of self-adhesive painting masks for certain areas of the airframe. These include the wheels, the metal fittings on the wings, the demarcations on the fuselage, the 'metal' forward section of the fuselage and cowling and the foot steps in the fuselage sides. All of which are very useful in making the masking job easier.

Conclusion

Our initial inspection of this kit proves it to be the equal of anything

recently released by Eduard and it is also certainly a match for most mainstream kits. WWII in 1/48th is not a subject that the big names have wandered into that often and although the Camel has been done in a number of scales over the years it is surprisingly only the limited-run manufacturers who have dealt with the subject in the past 20 years. The subject and scale guarantee this one to be a success



and the quality that Eduard has achieved should make it a fairly 'user-friendly' kit to build. Time will tell on what the experts have to say about dimensions, accuracy and things like the fabric effect, but from what we see here this is a very good replica of the Camel. If the price is right here in the UK, then I think its popularity is assured, if not, who knows...

Our thanks to Eduard M.A. for the review sample. No confirmed price was available at time of going to press, so check with your preferred supplier for price and availability.

Sopwith F.1 Camel 'RFC'

Scale:	1/48th
Kit No:	8057
Price:	£17.99
Panel Lines:	Recessed ✓
Status:	New Tooling ✓
Type:	Injection Moulded Plastic & Nickel-plated Etched Brass
Components:	Plastic 89, Clear 5, Etched 6 [Pre-painted]
Also includes:	Self-adhesive Painting Masks
Decal Options:	3
Manufacturer:	Eduard M.A.

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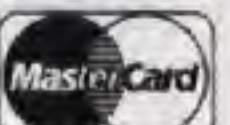
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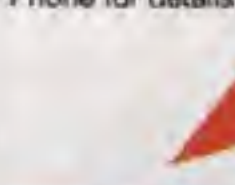
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1/48 Aires Accessories

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A1116 Spitfire Mk I detail set

A1117 Me109 G4 Detail set

A1118 P-47 Thunderbolt detail set

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1/32 Aires Accessories

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1/32 Aires Accessories

A1189 P-51 Mustang detail set

A1190 Spitfire Mk I detail set

A1191 Me109 G4 Detail set

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1/32 Aires Accessories

A1226 P-51 Mustang detail set

A1227 Spitfire Mk I detail set

A1228 Me109 G4 Detail set

A1229 P-47 Thunderbolt detail set

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1/32 Aires Accessories

A1263 P-51 Mustang detail set

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A1266 P-47 Thunderbolt detail set

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reviews



Ilyushin Il-2

Technical Data

Scale: 1/72nd
Kit No: 0889
Price: £5.95
Origin: Dako Plast (Poland)
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic & Etched Brass
Components: Plastic 76 (Grey),
Etched 29, Clear 5
Decal Options: 3
Manufacturer: SMER
UK Importer: Pocketbond Ltd



The Kit

This kit from Czech company SMER, comes in a standard end-opening box featuring some very good colour artwork of a ski equipped Il-2 coming in to land on a snowy airfield.

Inside the box we find a bag containing three sprues of light grey plastic, a clear sprue for the three piece canopy, and a very nice etched metal fret for details. The moulding of all the parts is excellent, with very good scribed detail and only a very tiny bit of flash on one or two parts. The kit also features the option of ski landing gear.

The etched fret contains parts for the instruments, seat harnesses and controls, and exterior details such as balance weights for the wings and extra trim flaps. You can see this is going to be a good kit before you even start it!

Instructions

The instructions come as a folded A4 sheet containing the usual brief history of the aircraft on the front and some technical data. Inside the assembly is shown in an exploded drawing, with very clear and easy to follow stages. Colour references are given for Humbrol throughout.

The rear pages give camouflage patterns and decal placement information, showing one dark and light green version and a green and brown version.

Construction

Construction begins with some smaller parts such as the prop and the forward air intake, which can then be set aside before starting on the cockpit. This is really a superb

area of detail featuring just about everything! The etched metal parts comprise of instrument panel, seat harnesses, rudder controls, control lines, handbrake and elevator trim wheel. The rest of the items such as seat, bulkheads and fuel tank are all superbly moulded in plastic. As you can see, there is a lot of detail in this little cockpit! All items were sprayed with Model Master Interior Green before details were picked out on the instrument panel and the seat harnesses painted tan.

The next section features the assembly of the ski landing gear and these are also incredibly detailed. I, however, decided to complete mine as a standard

show the interior.

The landing gear assembly can be sprayed Interior Green with the tyres in black, drybrushed with grey to bring out the tread pattern. Final items such as the balance weights and guns can be added, but it is best to leave off the landing gear and prop to make painting easier.

I decided to use the standard green and brown camouflage pattern with a blue underside as shown in the options. After an undercoat of Halfords Grey Primer, the underside was sprayed Sky Blue and then masked. The upper surfaces were sprayed brown and then the camouflage pattern masked with Blu-Tack sticky putty,

Decals

These decals are printed by Propagteam and are excellent! They have good colour density and registration and are very thin. They settle well under Johnsons Klear and show no silvering. Decal Rating = 10/10.

Accuracy

The model seems to be very slightly over size, scaling up to 48ft 1/2in span and 39ft length, assuming my references are correct. It does however look every inch an Ilyushin.

Conclusion/Recommendation

World War II has got to be my



aircraft. Moving on, the cockpit and forward air intake can be sandwiched between the fuselage halves, and this is where I found my only real problem. The air intake assembly seems too big to fit and needs a lot of carving and sanding to correct. This is a quick job, however, and once it is done everything else speeds along nicely.

Wings and tail surfaces can be added next, and the fit is very good, only needing a little smear of filler. Once this is completed, the wheel housings can be fitted under the wings, and the canopy masked and fitted in place. The sliding section of the canopy is unfortunately too thick to be placed in the open position over the rear armoured section, so you will have to have it closed or leave it loose as I have done so that it can be removed to

followed by the final dark green.

I have tried to add some wear and tear to this aircraft by using Aluminium paint to show wear to the wing root where the pilot would have entered the cockpit, and to the panel and wing edges where the harsh Russian weather would have taken its toll.

All that remains is to add the undercarriage, prop and radio wire, together with a coat of Johnsons Klear, and you are ready for the decals.

Colour Options

The colours offered in the instructions are for one aircraft in two shades of green and one in green and brown. The green and white option shown on the box art is not shown on the instructions for some strange reason.

favourite aviation period, and the Il-2 has long been my favourite aircraft. I thoroughly enjoyed building this kit, it is simply superb and I cannot say enough good things about it!

The etched metal details, great moulding and detailed ski options make this a winner all round. This is how all manufacturers should be marketing their kits. Despite the metal details this is a very simple kit to build, and the odd minor fit problem is well within the capabilities of most modellers to solve. Recommended to all. If you have never used etched metal details before, now is the time to learn!

My thanks to SMER for the chance to review this kit.

Wayne Harrie

Technical Data

Scale: 1/72nd
Kit No: 04633
Price: £12.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 118 (Grey), Clear 8
Decal Options: 2
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)



The Kit

The kit comes in Revell's now standard end-opening box (When will they get the idea that some of us have to put the kits away during construction, and they simply will not go back into this type of box!). The sprues are all individually bagged as is the canopy and they are of the very highest quality. Fine recessed panel lines throughout, a full complement of under wing stores and a pilot figure. No flash is evident on any of the parts. This kit really is the business. No doubt, some of you will want to add aftermarket parts, but really only a set of harnesses are required on the seat... It would not be impossible to make just about any single-seat F-16 from the parts provided in the kit. You get A and C vertical stabilisers, Pratt and Whitney and General Electric engine nozzles, narrow and wide mouth intakes, small and large main wheels (although no bulged gear doors for the latter curiously), and more stores than you can shake a stick at. The

clear sprue is moulded in a funny yellow colour, instead of the familiar smoke tint of the F-16 canopy.

Instructions

Again, any of you who have built a Revell kit will be familiar with their instructions. In this kit, they consist of a small description of the type with technical data, a paint guide using Revell paint numbers and colour descriptions, a parts map showing many unneeded parts, forty-one clear construction sequences and two pages of decal placement diagrams that are a little vague in places. FS numbers are supplied for the main airframe colours.

Construction

As is usual construction starts in the cockpit, which is very well appointed for this scale. The ACES II seat is very well done indeed, and careful painting will pay dividends. The tub has to have the throttle quadrant and stick added and I would suggest fitting these after you have fitted the seat as I broke mine off trying to squeeze the seat in. In addition, you will have to fit the throttle quadrant in the opposite way round to what the instructions say otherwise the tub will not fit into the fuselage. The instrument panel has three decals to represent the electronic displays. These are a) too big and b) very bright blue, not exactly true to life I think. I used them anyway, but next time I will paint the displays in by hand to give a better appearance. I painted the cockpit as per the instructions and dry brushed all the lovely raised detail to give it a little more depth. The completed tub fits into the top half of the fuselage and

can then be left to dry while you get on with the rest of the kit.

Next up are the main and front undercarriage units and these are beautiful mouldings. Please note that the splitter vane in the intake mouth is shown in the instruction to be fitted from the front of the mouth with an angle running front to back. Wrong, the angle should run back to front and the part is fitted through a small triangular aperture in the top of the intake. It was only after 20 minutes of trying that I noticed this mistake! One last point on the intake. After completion the intake has some very prominent join lines and it will prove very difficult to sand them down. It is actually so bad that I manufactured a FOD guard to blank the intake off. (Not shown in the photos, as this is an out of the box review). To paint the wheel wells, I first sprayed them matt black, then lightly sprayed on matt white; this gives a very good shadow effect that really lends itself to 1/72nd scale. The three main fuselage parts can now be brought together and taped together to help the glue bond. To give the model a little more visual presence I dropped the horizontal stabilisers. This involved nothing more than gluing them in the desired position. Before I go any further, I must mention one thing. All the trailing edges are covered with a plethora of aerials/lightening conductors or something (technical I'm not!), I started off the kit with 15 of them. By the time it came to painting the kit I had 3 left. It may be worth just snipping them off before you start, and then replacing them at the end. The rest of the construction was uneventful with all the parts falling together.

Colour Options

You have a choice of a Block 50B of the 52nd FW, 22nd FW stationed in Spangdahlem, Germany, or a Block 52D of the 366th FW, 389th FS stationed at Mountain Home AFB. I chose the Block 52 aircraft from Mountain Home, as I am presently building a collection of planes from this air base. The painting was done using the Revell colours mentioned in the instructions and the kit was then given a coat of Humbrol Gloss Cote in preparation for the decals. When the decals were on and the matt coat applied I masked off certain panels and dry brushed them to give the effect of a well used aircraft in constant use as Mountain Home aircraft were used over Afghanistan last year; whether this particular machine took part I couldn't say, call it artistic licence.

Decals

These will keep you busy for a few nights. The sheer amount of stencils is mind boggling. There are some mistakes on the instruction sheet, and you should really be very careful and check twice as to placement. On the version I built I counted ten different cases where decal numbers were wrong. The picture of the completed model on the front of the instruction leaflet, and in advertising material, shows walkway stripes on the wings and upper fuselage, but these are not included on the decal sheet, so if you want these then you will have to use ones from your spares or from an after market sheet. Having said that, on the pictures that I have of Block 50 machines these aren't visible, so I left it 'as is'. In addition, the national insignia has been printed with a solid white



background, which looks absolutely awful. Again, in advertising material and on the instruction sheet, these are shown with the correct dark (clear?) background, so why are they so bad on the release issue? I actually used ones from my spares box. Next gripe. The under wing national insignia is the same shade of grey as the fuselage/upper wing insignia; it should be a darker colour so again spares were used on the model. Lastly, the red fin flashes are about 1mm too short, so you will need to paint this in after placement to make it look right. There were no adverse effects to the use of Set 'n Sol. The

decal placement diagrams are a little vague as to where to put some of the smaller stencils, so keep one eye on your references.

Decal Rating = 6/10 (Due mainly to the amount of errors on the sheet).

Accuracy

The F-16C has a span of 9.25m and a length of 15.03m and the model scales out spot on in span but 6mm too long in length. However if measured to the end of the nose and not the end of the pitot tube, the length is also spot-on. The completed model looks like an F-16, sits like an F-16 and has all the

menacing presence of an F-16. It really does look that good.

Armament: You get a full stack of under wing stores consisting of AGM-88 HARM, AGM-65D/G Maverick, AIM-120 AMRAAM, and AIM-9M Sidewinder plus under wing and belly tanks. I spent quite some time painting on extra detail on the stores as I feel that it really brings them to life. If you fit the belly tank, you will have to fit it further back on the pylon or it will foul on the nose gear door.

Conclusion/Recommendation

A fantastic kit can be built with

what you have in the box, as this kit is a blinder, truly the best of the bunch. Buy in multiples not just one. The stencils will drive you half-potty, and you'll really need to take your time. It is a great kit, just follow the instructions carefully. Younger modellers may find the sheer amount of parts/decals off-putting, but I would not say that it is beyond them so I recommend it to all most heartily.

My thanks to Revell (UK Branch) for the review sample.

Mark Chadbourne

DUJIN

Messerschmitt BFW M.18c

Technical Data

Scale: 1/72nd
Kit No: DA72171
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear Plastic
Components: Resin 27, Clear 2
Also Includes: Lengths of Brass Wire
Decal Options: None
Manufacturer: Dujin
Obtain in UK via: Hannants



The Kit

The kit comes in a polythene bag fronted by an A5 title sheet, showing a black and white photograph of the type. Inside, another plastic bag contains the resin parts. The main parts are two fuselage halves, tailplane, fin and rudder unit and single-piece wing. A backing sheet contains undercarriage components, pitot head, exhaust ring, exhaust pipe and two alternative engines. A second sheet contains a propeller and duplicate pair of engines. A third sheet contains four passenger seats, two crew seats, control panel and cabin bulkhead. Loose inside the bag was an engine cowl and two alternative propellers, one of which was only partially moulded and of no use. There are two clear vac-formed cockpit windscreen units. There are also two lengths of brass strip, of different thickness, and a length of brass wire.

The engraved detail on wing and tailplane is so fine as to be almost invisible, even before painting.

Instructions

As usual with Dujin kits, there are no instructions as such. An A4 information sheet has useful 1/72nd scale drawings on one side. On the reverse, a very brief type history, in French, doesn't get much further than telling us that the 18c was a variant of the 18b. Admittedly, there are six

references given, but only two of these are in English.

Construction

In the review sample, the cockpit and cabin were partly filled with resin overflow, which had to be carved out before work on this area could begin. The information sheet contains a section through the cabin area, but since this shows an aircraft with three cabin windows rather than two, it is difficult to relate it to the model. I assume that the passenger seats are not for this version and used the control panel with one pilot seat and the bulkhead just behind it. There is no glazing provided for the cabin

painting. The exhaust pipe running back from the ring, under the fuselage, was so full of air bubbles that it just disintegrated. I replaced it with a piece of plastic tube.

The wing and tailplane were fitted next. The transparent cockpit windscreen was very difficult to fit. Although the windscreen itself is quite well defined, there is no indication of the shape, which wraps round to form the side windows, or of the profile necessary for it to fit under the wing. I cut out the well defined front section, leaving enough material to trim the sides to shape on the model. On the starboard side this worked reasonably well, but on the port side it was such a



mess that I cut the side window off. I now kid myself that I deliberately modelled the pilot's window open!

The undercarriage components are not well moulded and needed some filling and a lot of cleaning up before fitting.

There are two types of engine provided: a plain seven-cylinder radial and something very similar but with a front-mounted sump. There is no indication of which is correct, so I used the plain one because it fitted best under the engine cowl. The exhaust ring is poorly moulded and does not fit well. I aligned it as best I could then bridged the remaining gaps with Humbrol Clearfix, before

windows. I cut mine from clear PVC sheet (which is not clouded by superglue). After painting the interior, the fuselage halves were joined. They are not a good fit, and give a concave join line. Due to the fuselage surface detail, it is very difficult to fill and sand this joint.

The instructions describe the colour scheme for both aircraft illustrated in the black and white photographs, as overall silver. Although the quality of the photographs is poor, it appears that

this means the overall application of aluminium paint or dope, rather than bare metal (the M18 was of metal construction.). I used a 50/50 mix of Humbrol Metal Cote Polished Aluminium (27002) and Humbrol Matt White (34). The undercarriage and propeller appear a darker shade - this was a 50/50 mix of Metal Cote Steel (27003) and Polished Aluminium. The engine was painted Metal Cote Gunmetal (27004) and drybrushed silver.

Of the machines illustrated, one appears to carry no markings at all, which provides one solution to the problem that Dujin do not provide decals. This makes for rather a boring model, so I chose to portray the other, Swiss machine. The red background and white crosses were cut from Fantasy Printshop solid colour decal sheet; Insignia Red and White. The black serial numbers on the fuselage sides are 16-inch letters from Modeldecalsheet No.35.

Conclusion/Recommendation

Up until now, I have been very pleased with all of the Dujin kits that I have built, but this one is at best of rather indifferent quality. There are many interesting and superior quality resins emerging from further east in Europe and I think Dujin need to look to their laurels.

I have completed my model without being certain that I have used the correct engine alternative and without having the faintest idea what the brass strip or wire are supposed to be for. Sometimes I think that Dujin take the 'laissez-faire' approach to instructions and information too far.

Despite all that, patience and the application of modelling skills will yield a good model. If you are a Messerschmitt collector or Swiss aviation enthusiast, I suspect you will be waiting a long time for another M18c, so, by all means get yourself one.

My thanks to Dujin for the review sample.

Neil Pinchbeck



G.D. F-111A Aardvark

Technical Data

Scale: 1/72nd
Kit No: 1232
Price: £9.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Components: Plastic 76 (Grey), Clear 3
Decal Options: 3
Manufacturer: Italeri SpA.
UK Importer: The Hobby Company Ltd



The Kit

In the box you get three grey sprues with the main components and one clear sprue, separately bagged with a very fine and delicate canopy with separate entry hatches and a small decal sheet on which you will also find decals to represent the ejection seat harnesses, a nice touch I thought. The main parts are nicely done with fine recessed detail. On all of the smaller parts however there is a bit of flash and mould separation marks that will need to be sorted out before you start.

Instructions

These consist of nine construction diagrams, a parts map and painting and decalling diagrams.

Construction

The cockpit builds up quickly without any fuss. I like the seat harness decals that are supplied, but most will probably want to replace them with etched items. This is then followed by the nose wheel bay that is nicely detailed and quite adequate for this scale. Both of these assemblies are then positioned in the separate forward fuselage halves and this first sub-assembly is glued together and set aside to dry. One point to note is that you will need to add 20g of weight into the nose to keep the completed model's feet on the ground.

The next step was to assemble the wings and rear fuselage. The kit features movable 'swing wings' that are secured by pegs. After testing this

option I decided that it would be better to glue the wings in the desired position as they tended to droop on the pegs, and gave the model a very peculiar stance.

The kit really built up at a fast pace and you will soon be ready for some paint. For this I used the stated colours of Dark Tan, Dark Green and Medium Green, over Matt Black, using a mixture of Humbrol and Revell enamels.

Colour Options

Three options are offered. A 474th TFW machine based in Takhli, Thailand in 1972, a 4481st machine, again from Takhli but circa 1968, and finally one from the 474th TFW based at Nellis in 1978. Now this is the one I wanted to do but the instruction sheet is incomplete and does not show the placement for this option's decals. Instead it tells the builder to use the decals from the 1st colour option, very strange?

Decals

These are of good quality but very basic, with a matt finish and only minimal stencil data on the sheet. They settled down well on a gloss surface and after a coat of matt varnish they looked almost painted on. It is only a pity that the instructions didn't give the correct information for the Nellis 474th version.

Decal Rating = 8/10.

Accuracy

In span the full sized F-111 measures out to 19m and the kit measures in at 18.72m and in length it should be 22m but the kit measures up at 23.4. However I cannot determine whether the length measurements include the pitot tube. (My measurements were taken from the tip of the pitot to the tip of the tail). The difference in span could be due to my positioning of the wings.

Conclusion/Recommendation

This could be made into a very good kit with a minimum of work. I have actually bought another so I can add some detail to it. It's quick and easy to build. The younger modellers reading this will have no real problems building it, and the older ones will find enough in it to make a very nice addition to their collections.

Recommended to all.

Thanks to The Hobby Company Ltd for their review sample.

Mark D. Chadbourne



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04383

1:72 Scale/Span 63.9cm/Length 51.4cm

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EH. 101 Merlin Mk. 3 RAF

04468

1:72 Scale/Span 25.8cm/Length 27.0cm

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04630

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Aviatik C.III

Technical Data

Scale:	1/72nd
Kit No:	72-031
Price:	£TBA
Panel Lines:	Recessed ✓
Status:	New Tooling ✓
Production:	Limited
Type:	Resin & Etched Brass
Components:	Resin 43, Etched 22
Decal Options:	2 (Polish & German AF)
Manufacturer:	Ardpol
Obtain in UK via:	Contact Aeroclub for price and availability



The Kit

This resin kit by Ardpol of Poland comes in their usual superbly produced box featuring hard corrugated sides and a colour printed lift-off lid. Inside you will find two re-sealable bags containing clean cream-coloured resin parts, very finely detailed with no hint of an air bubble anywhere. Of particular note is the wonderful one-piece engine casting. The bags also contain a nicely detailed etched metal fret containing replacement seat, seat harnesses and perforated cooling jacket for the observer's gun. The fuselage has tiny casting blocks to remove, while the wings have none at all (a word of caution here, what looks like casting blocks on the upper wing joint in the middle are in fact spacing blocks. There should be a slight gap between the two halves!). As usual for Ardpol, all smaller parts snap or cut cleanly away from their carriers.

Instructions

The instructions come in the form of an A5 folded booklet with eight sides. There are the usual exploded diagrams of assembly and a nice three-view technical drawing in the centre pages. The colours are given in the form of black and white shaded boxes, with the colour written beside. This can be hard to interpret as some of the shades on the drawing look very similar and you are left wondering if you have used the correct colour. More on this later. The colours given are for one German and one Polish aircraft.

Construction

The first thing to do before you start, is to give all the parts a wash in warm soapy water. This will remove any oil or mould release agent and help with paint adhesion. It is also useful to give the etched fret a very light rub with fine grade sandpaper to help prepare the surface for priming.

The assembly starts with the cockpit and rear observer/gunner station where you have the choice of resin or metal seat. The sidewalls have nice detail and the whole interior was painted in natural wood with a drybrushing of white to highlight the detail. Rather annoyingly though, the control column seemed to be missing from my sample.

Next is that super little engine, which benefits from careful painting in gunmetal and washing in ink before you then go and cover most of the darn thing up when closing the fuselage sides! Once you have got over the shock of your work vanishing, you can add the lower wings (which have precise locating pins), and the tail control surfaces with their respective support struts. I added the undercarriage next and this is a simple affair with only an axle rod and two side supports. These do need careful positioning though to get the correct angle. I also replaced the axle rod with brass wire as I felt the resin one would not be strong enough.

Now it was on to the upper wing supports and I decided to make adding the bracing wires easier(?) by drilling small holes in them at the extremes to thread the wires through after painting.

A stiff drink, one broken drill bit and several profanities later, I had a set of drilled and prepared supports which were rapidly fixed in place. The upper wings can now be glued together and set aside for separate painting. All that remains is to assemble the rear gun. The cooling jacket is a flat metal piece that must be rolled into a tube by rolling it round a suitably sized rod or wire. The parts can then be assembled and the whole thing painted black with



silver drybrushing.

The cockpits were masked with damp tissue paper and what remained of the engine was masked with Blu-Tack sticky putty before the aircraft was thoroughly primed with Halfords grey primer. The upper decking was sprayed with a dark cream (actually more of a sand) colour with the fuselage and wings a lighter cream. The colour of the nose section was where things got more confusing. I wanted to build a Polish aircraft, but could not decide whether the shading on the illustration represented dark green or dark grey as the shaded boxes on the colour chart look very similar. I decided to risk going for grey as I have seen illustrations of Polish craft with grey noses (I just hope I haven't made a nasty mistake!).

Finally, once all the paint had dried, those bracing wires were added using nylon thread and the upper wing was secured in place!

Colour Options

There are two colour options for this kit. One is for a two-tone light/dark cream machine of the German Air Force, and one is for a light/dark cream machine with a dark grey (or

is it dark green?) nose of the Polish Air Force.

Decals

The decals are excellent in this kit, as you would expect from Ardpol. They consist of a set of German crosses and codes, and a set of Polish chequer national markings and codes. All are in register and conform perfectly under a coat of Johnsons Klear.

Decal Rating = 10/10.

Accuracy

The kit seems to come out slightly too long on span and a little short on length, but I am not a hundred per cent sure of my calculations.

Conclusion/Recommendation

Well, Ardpol have turned out yet another great little kit. The detail is great, and it is easy to assemble. I am still finding some omissions in the instructions, but for the most part they are getting better. A very enjoyable experience. Recommended to more experienced modellers.

My thanks to Ardpol for the review sample.

Wayne Harrie



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F-16B Plus Fighting Falcon	£7.50
F-16CJ Fighting Falcon "Black 50"	£7.50
AV-8B Plus Harrier II	£7.50
F-117A Stealth Fighter	£8.99
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Nakajima B5N2 Type 97 Carrier Attack "Kata"	£9.99
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5 decal options: BOAC, Bond, LAMS, Skylight, Eagle 1/72	£16.99
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Blackburn Firebrand TF 5 1/48	£38.00
Mikoyan MiG-17 1/48	£29.00
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MONOGRAM 1/48 SCALE	
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Dornier Do 217E-5	£22.95
F-101 Voodoo	£15.99

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1/48 SCALE @ £4.95 each

48-006: III Gruppe JG54 "Grünherz" Messerschmitt Bf 109F-4/G-5/6	
Yellow 5: Bf 109F-4/G-5/6 during the winter of 1941-42. Yellow 1: Staffelkaplan OBLT Schilling Bf 109G-6 of JG54 during February of 1944. White 1: Staffelkaplan OBLT Klemm Bf 109G-6/16 of JG54 during early 1944. Yellow 11: FW Hecker Bf 109G-5 of JG54 during February of 1944. Black 8: Bf 109G-6/16 of JG54 during early 1944.	

48-008: JG77 (J) LG2 1940-41 Messerschmitt Bf 109E-1/3/4: Red <<<: Bf 109E-3, Wnr 5057 of Hauptmann Herbert Hinfeld, Kommander of III/JG2, based in France, after his 32nd victory on March 13 1941. Red <<<: Hinfeld's aircraft in Kockernat, Hungary, at the outset of the Balkan Campaign, April 1941. White 5: Bf 109E-1, Wnr 1276, flown by Leutnant Jakob Arnoldy, 4JG77 based at Mandel, France, during the Battle of Britain. Black 1: Bf 109E-4/B of 2(J)/LG2 based in France during November of 1940 for Jabo operations. White 11: Bf 109E-4 of 4JG77 flown by Leutnant Heinz Demes, March 1940, while based at Westerland/Sylt, Germany. Black 12: Bf 109E-1 of 2(J)/LG2 flown by Uffz "Sepp" Heintzel during the Polish Campaign of September 1939. Black 11: Bf 109E-4 of II/JG77 at Melos, Greece, just before the assault on Crete, May 1941.	
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48-014: North American B-25 Mitchell: "Tallisman", B-25J of the 823rd Bomb Squadron, 38th Bomb Group, Yontan Airfield Okinawa, August 1945. White 6E: B-25J of the 466th Bomb Squadron, 340th Bomb Group, Corsica 1944.	
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48-016: USN/USMC Douglas AD-5A Skyraider: White 501: AD-5 Skyraider of VA-85, September 1955. Overall Glossy Sea Blue with green/white stripes on the engine cowling, green vertical tail fin, green/white stripes on rudder. White 414: AD-5 Skyraider of VA-104, 1956. This Skyraider is overall Glossy Sea Blue with Inter-national Orange trim on wings, horizontal stabilisers, elevators, vertical fin and rudder.	
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48-018: USN/USMC Douglas AD-5A Skyraider: White 500: AD-5 Skyraider, BuNo 133909, of VA-85 During September of 1956. This Skyraider is overall Glossy Sea Blue with Green and White Trim on the engine cowling, vertical fin and rudder. White 31: AD-5 Skyraider, BuNo 133925, of VMA-322 "Polka Dots" during 1955 in overall Glossy Sea Blue with white trim on the vertical fin and wing tip with Red polka dots.	
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48-020: USN/USMC AD-5A-1E Skyraider Stencil (Black): Light Gull Gray Skyriders usually had gray or black anti-glare panels and wingwalks. Aeroprop logos were not always applied to each propeller blade but propeller blades were usually yellow or striped red/white/red on the face with yellow backside. Rescue arrows varied in size, style, colour and orientation. Landing stripes were usually carried on the left side of the vertical fin, though there placement varied. Please double-check your references before applying these stencils to your Skyriders. This sheet may also be used in conjunction with 48-021, which features the same stencils in white and different styles of Rescue arrows. Both sheets are required for Skyriders painted Engine Gray and Orange Yellow.	
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48-021: USN/USMC AD-5A-1E Skyraider Stencil (White): Glossy Sea Blue Skyriders usually had gray, black or matt Sea Blue anti-glare panels, wingwalks were applied. Aeroprop logos were not always applied to each propeller blade but propeller blades were usually yellow or striped red/white/red on the face with yellow backside. Rescue arrows varied in size, style, colour and orientation. Landing stripes were usually carried on the left side of the vertical fin, though there placement varied. Please double-check your references before applying these stencils to your Skyriders. This sheet may also be used in conjunction with 48-020, which features the same stencils in white and different styles of Rescue arrows. Both sheets are required for Skyriders painted Engine Gray and Orange Yellow.	
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48-022: Heinkel He 111H-4/P Executive KG 28/27: Blue A. Geschwaderkommodore Executive P KG27 Germany, 1939. Camouflage is standard RLM70/71/65. Yellow M: Hptm. Friedrich-Wilhelm Lauer, H-4, 3, KG28 Finland, 1942. This aircraft also carries the standard camouflage.	
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48-025: Focke Wulf Fw 190A-4/B: Hptm. Rudolf von Kirchmayer-Technische Officer Fw 190A-4, Wnr Unknown Holland Spring 1942: Black <<< Colour is RLM74/75/76 with RLM02/70/74 mottling on fuselage and vertical tail. Green-Tipped RLM70 spinner, Red or Yellow lower engine cowlings. Black Exhaust panel mottling	
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48-026: Messerschmitt Bf 109F-4/Trop: Black 4: U. Kurt Jenisch - 5th Staffel Bf 109F-4/Trop - Wnr unknown, Marsabuta, Libya - February 1942: all of the following aircraft where the standard Desert Camouflage of RLM79 over RLM78. Yellow 5: Lt Gerhard Mix - 6th Staffel Bf 109F-4/Trop - Wnr 10074 Libya - August, 1942: Lt Mix was flying this aircraft when it took hits and was forced to land on the main road to EL Alamein; resulting in Lt Mix becoming a POW. Despite attempts by the Luftwaffe to destroy this aircraft in order to prevent its capture it was eventually retrieved by the Allies. Black <<<: Lt Otto Schulz - Gruppenstab Bf 109F-4/Trop - Unknown Wnr Late 1941 - Spring 1942. This aircraft wore the standard camouflage scheme but also had a yellow engine cowlings. This was extremely rare on a desert F model. White 11: Fw. Otto Schulz (?) - 4th Staffel Bf 109F-4/Trop - Unknown Wnr Dabab, Germany - September 1941. This aircraft wore standard camouflage scheme.	
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48-033: VU-5 & VS-21 - Eastern TBM-3E/U Avenger: White 2 - VU-5 TBM-3U, BuNo 85544, during February of 1952 with Sea Blue Fuselage, Orange-Yellow wings and tail, and insignia red wing surround, though it might not have. White 22: VS-21 TBM-3E, BuNo 85670, in overall Sea Blue with white serving aboard the USS Badoeng Strait (CVE-116) during April of 1952. This Avenger was one of the few remaining USN carrier based Avengers that was not modified for Anti Submarine Warfare or Carrier on Board Delivery (COB) transport duties.	
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48-037: JG54 "Green Hearts" - Focke Wulf Fw 190A-6/B: Black 15: Unknown pilot - 10th Staffel Fw 190A-6 - Wnr unknown Germany - May 1945. Black 15 was IV Gruppe Fw 190A-6 that crash landed during 1945. Camouflage scheme is RLM81/82/76 with RLM02 oversprayed fuselage broken up with RLM81/82 mottling. Black	
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Spinner, exhaust panels, and red trim tabs. Red 11: Unknown Pilot - IV Gruppe Fw 190A-6 - Wnr unknown Germany 1945. Camouflage scheme is RLM81/82/76 with blue spinner, engine cowling, and RVT fuselage band, black exhaust panels, and probably red trim tabs. Unknown colour of lower engine cowlings (probably RLM76 or yellow). Black <<<: Maj. Erich Rudorfer - II Gruppekommander Fw 190A-6 - Wnr unknown Immoila, Finland - Summer 1944. Camouflage scheme is RLM74/75/76 with black spiralled white spinner, yellow lower engine cowlings, fuselage band, lower wingtips (unknown width), and rudder base. Fuselage sides heavily mottled with RLM02/71/74. RLM71 canopy framing but RLM74 windscreen framing. White 7: Unknown Pilot - 4th Staffel Fw 190A-6 - Wnr 531054 Immoila, Finland - Summer 1944. Camouflage scheme is RLM74/75/76 with black spiralled white spinner, yellow lower engine cowlings, fuselage band, lower wingtips, and rudder base. Fuselage sides heavily mottled with RLM71/74. Also a large patch of RLM76 has been applied - one vertical fin.	
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48-040: II Gruppo Caccia (Fa 50) - Nucleo Comandato Messerschmitt Bf 109G-14: Magg. Mario Bellaganti - 5a Squadriglia Comandante Bf 109G-14 - Wnr 464380 (or 755748) Oleggio, Italy - Spring 1945. Camouflage scheme is RLM81/83/76 with RLM81/83 mottling, white spiralled black spinner, RLM82 applied to forward upper engine cowlings (Diavoli Rossi badge on very dark patch). RLM75 windscreen framing, RLM83 rudder with RLM81/82 mottling, of the two lower trim tabs, only the lowermost may have been red; the upper being RLM83. Magg. Mario Bellaganti - Nucleo Comandato Bf 109G-14 - Wnr 434444 Aviano, Italy - February 1945. Camouflage scheme is RLM82/83/76 with probable white spiralled black spinner. Of the two rudder trim tabs, the lowermost is red and the upper most is RLM82. Area of RLM82 above the wingroot and exhaust may have been a combination of exhaust stain and RLM82. Cap. Spaccapietra - Nucleo Comandato Bf 109G-6 - Wnr unknown Villafraia, Italy - Late 1944. Camouflage scheme is RLM74/75/76 with probable white spiralled black spinner and possible yellow lower engine cowlings.	
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48-044: Fw 190A-6 Survivors Pt. 1: 1945 [4] Red 13: Denmark, Blue 5: Austria, Yellow 17 and Red 3: Bad Aibling, Germany.	
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48-045: Fw 190A-3/F-3 Survivors Pt. 2: 1945 [4] Black 35/S32: Black K 15/S30, Yellow 8: Red 13.	
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48-047: Lockheed P-38F-SE - 33FRS and National Chinese aircraft 3 Different aircraft. 1 x PRU Blue. 1 x Natural Metal and 1 x Olive Drab/Neutral Grey.	
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48-048: 1 & II/JG-1 "Dessau" 1944 - Focke Wulf Fw 190A-6/Trop: Obit Rudiger von Kirchmayer - 8th Staffel Fw 190A-6, Wnr unknown, Storma, Germany - May 1944: Red 13. Colour scheme is RLM74/75/76 with white spiralled RLM70 spinner, yellow lower engine cowlings, black exhaust panels, and probable red trim tabs.	
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48-049: Fw 190A-6 Survivors Pt. 1: 1945 [4] Red 13: Denmark, Blue 5: Austria, Yellow 17 and Red 3: Bad Aibling, Germany.	
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48-050: Fw 190A-3/F-3 Survivors Pt. 2: 1945 [4] Black 35/S32: Black K 15/S30, Yellow 8: Red 13.	
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48-051: Junkers Ju 88A/B-109F Mual (3) Black 2, Red 6, White 5. 48-054: BF-09G-2 Trop G-4 UJG27 [4] <<< Obit Neumann, White 4: Lt Hans Rammer, Black 12 2 Staffel, Yellow 11 3 Staffel.	
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48-055: BF-109G-6 UJG27 [4] Gruppenkommander Maj Franziska: Black 21 1 Staffel, White 23 3 Staffel, Yellow 24 3 Staffel.	
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48-056: BF-109K-4 UJG27 [4] Black < Adjutant, White 14 9 Staffel, Red 1 10 Staffel, Blue 16 12 Staffel.	
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48-058: BF-109E-1/3 UJG77 [4] Gruppenkommander <<<: Red 1 Hptm Hans Tratlott, Black 9 2 Staffel, Red 13 2 Staffel.	
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Revell MBB EC-135 'Heeresflieger'

Technical Data

Scale: 1/32nd
Kit No: 04465
Price: £13.99
Panel Lines: Recessed ✓
Status: Updated Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 80, Clear 10
Decal Options: 2
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)



The Kit

This kit is a reissue of Revell's pre-production/prototype EC-135, but it has been updated with extra parts to represent the production version as seen in service with the German Army (Heeresflieger) as a trainer and liaison/utility helicopter. The aircraft is basically the civil version with an extended landing gear, more multi-function displays (MFDs) in the cockpit and military communications equipment.

The box is literally full of parts. It's actually bulging to get out, which is rather rare these days. Quite a few of the parts are not used on this variant so you get loads of gear for your spares box if you have one. The sprues are moulded in three different colours, light grey, mid green and dark green plus another sprue for the clear parts. The multi-coloured parts and the style of the detail makes me think that the earlier EC-135 model may have been an unreleased Matchbox kit.

Unfortunately the mould is showing its age a bit and has a lot of excess plastic to cut and file off, especially on

the rear of the fuselage halves where the large rear clamshell doors join and inside the engine exhausts.

Instructions

These are in Revell's usual booklet form and cover thirty-nine stages of construction, including interior colour details, with a paint/decal plan for the exterior and a short history of the real helicopter.

Revell quote only their own paint references which means four colours will need mixing if you can't figure out equivalent shades.

Some of the drawings are a bit vague such as the position of some of the small parts on the underside of the fuselage and which direction the rotor blades are supposed to spin. That last bit may look like a joke but it isn't! I have a set of 1/72nd scale plans from Air Pictorial and they show them turning both clockwise and anti-clockwise, as do Revell's instructions - which is correct I don't know?

Construction

The build starts with the instrument panel/coaming/pedestal assembly, which is supposed to have weight placed in the large area behind the panel but naturally I forgot and had to try cramming as much lead as I could into the pedestal. Revell say to paint this section mostly Anthrazit Grey (I wrongly used Humbrol's 85 Coal Black) with a dust grey section on the pedestal but if you do the instrument panel black, as I did, most of the detailed decal will disappear. I had to rescue the decal quick, repaint the panel with the nearest acrylic I could find (mid-grey) and put the decal back on. The grey paint shows through the decal and you don't lose any detail. I don't know if the colour is

right but it looks okay (much better than a sea of black!).

The cockpit and cabin interior is pretty well appointed. All of the necessary flight controls are present, cyclic sticks, collective levers and rudder pedals. All of these controls, and the floor, are various finishes of black so I glued them on and sprayed the lot with Halfords Matt Black acrylic aerosol then used several varnishes to get the different (semi-gloss, matt etc.) effects necessary.

There are two seats up front for the pilot and co-pilot each made up from five parts. Seating for three is supplied for the passenger cabin and they are the same style as the front ones but are made up into a single unit, from eleven parts, that is then mounted on a frame that fits to the floor.

Rather than mix paints as Revell suggest I painted the seats overall Humbrol 128 Satin US Compass Grey with a Matt varnish coat which seems to match the photos of the real helicopter on the side of the box. All five seats have safety harness (I used Humbrol 85 Coal Black) and buckle (Humbrol 33 Matt Black) detail moulded on. It's not great but it is better than nothing.

As I've mentioned in other reviews I have never seen Revell paints available in any shops but recently Toyworks in Livingston have changed from Humbrol to Revell paints so I bought a few to see what they're like.

The instrument panel/coaming assembly and seat harnesses that I had painted Humbrol 85 Coal Black are actually supposed to be Revell Matt 9 Anthrazit Grey, which are the same according to Humbrol's colour chart but turn out to be nothing like each other! It just shows you should never believe everything you read!

The paint itself is a bit on the thick side for my liking but I think that Revell are the only ones that make this colour, along with several others in the range.

Before joining the fuselage together I had painted the interior the suggested overall Dust Grey (Revell Matt 77) that I got with their excellent 1/72nd scale Tiger tank kit (less than £2 from a bargain bin at Poundstretchers!). I then added some painted detail on the door panel areas (Humbrol 87 Steel Grey) to match the photos on the box side. To get a better effect you could use plastic card to make up some panels to add to the interior of the doors.

The fuselage 'egg' went together with no problems at all and all the panel lines match up perfectly as did the tail boom section. The tail hooks into the rear of the egg and fits very well.

The fenestron tail rotor can be fitted after the whole model is built so I left this off till after the model was fully painted and decalced. This tail rotor has only nine blades whereas it should have eleven and there should also be a lot of detail (gear and wiring?) on the left hub area instead of just a flat plate. The right hub should be a flattened dome shape as shown on the box side pictures. The static section has the correct number of fixed vanes.

The windows can be fitted after the painting is done but all except for the two curved small lower cockpit ones required a lot of filing, sanding and test fitting to get right. I didn't sand down the main bubble glazing, which overlapped about 1mm at each side, as it would be murder trying to clean and polish the edges correctly so I just gently eased out the cockpit door areas wider and it fitted okay.

The four-blade main rotor and the rotor head parts are a bit basic but well moulded. I didn't use part No.59



because it seems the military versions don't have it according to the photos I have. Be more careful than I was when handling the rotor after assembly because I snapped two blades off while painting it. This is very usual for me, as I have always broken at least one blade on every helicopter kit I've ever made!

As I mentioned earlier I don't know which direction the rotors spin so I just built them, as supplied, to turn clockwise. If they are supposed to turn in the opposite direction some surgery and filling will be necessary to put part No.57 on the reverse side of each blade.

The last things added were the various aerals etc. that go on the underside and the two whip style aerals for the top of the cabin and tail boom. Both whip aerals were pre-snapped which wasn't too good but I replaced them with some fuse wire.

The finished model is a pretty reasonable EC-135 that captures the look very well and is likely to be the only one available in this scale but there is a lot of scope for extra detailing.

Accuracy

Dimensions were taken from Air Pictorial dated November 1997, which includes 1/72nd scale plans of the civil production EC-135 and photos of the B6-108 prototype, pre-production EC-135s and a production machine from ADAC.

Length of the real machine is 10.16m (33ft4in), height 3.75m (12ft3in) and main rotor diameter is 10.20m (33ft5in). If my measuring and maths are right the model scales in at 10.336m long, 4m high and 10.08m rotor diameter. As you can see the model is a bit off scale but this may be because the mould was based on the prototype helicopters.

The only thing that actually looks wrong to me, when compared to photos of the German Army version, is the top of the tail fin. This is definitely shorter than the kit's fin and should have a small white avionics lump (on top of the fin at the leading edge) in front of the anti collision light. There is a small spike that sticks out of the trailing edge of the kit's tail that houses a white strobe light and this is at the top of the fin on the real aircraft. There is also a rectangular slot at the rear of the tail structure that is not present on the kit.

The fuelling point on the left side should not be visible because it has a door/cover on the real thing. This also appears to be the case with the two forward engine access panel latches.

Colour options

Two machines are catered for in the kit and both are exactly the same except for the serial numbers. I picked number 8254 because I had photos of it.

The scheme for both is two tones of green and matt black camouflage with

the rotors in Anthrazit Grey (Revell Matt 9) with yellow tips. Judging by my photo references the Revell scheme is slightly different in several places so, as always, check your photos before you start painting if you can.

The two greens are mixes but after trying a couple of times and getting a horrible mess I decided to just use US Medium Green (Testors 1713) and US Dark Green (Testors 1710). These are a bit on the dark side but the two shades were the best match I had on hand and seem to be okay. By the way, these two Testors paints are 1970s vintage in little glass jars and were almost solid but I rescued them with some thinners. I don't know where they came from as I didn't buy them and haven't a clue how I got hold of them but they went on well and dried extremely quickly.

Decals

The decal sheet is very matt but very well printed with internal (exit signs etc.) and external stencils plus the national insignia and registration serials. Unfortunately I had some problems with silvering as I applied the decals. For once I had remembered to spray on the gloss coat but these decals don't seem to like it much! I used Micro Sol to try to clear them a little but this only worked on the smaller stencils and didn't have its usual wrinkling effect on the decals. Also supplied as decals are the nose landing

light and what appears to be a retractable light on the underside of the cockpit.

Decal Rating = 7/10.

Conclusion/Recommendation

It turns out as a pretty nice model of a type that I've wanted for quite a while but I do think that Revell should clean up and refurbish the moulds as they are really showing some damage now. Due to the fit of the transparencies I wouldn't recommend this as a first kit but if you've done a few kits you won't have any problems. Recommended to all except absolute beginners.

Construction is very easy, after cleaning up the parts, and really the only hard part of this kit is the need to mix some of the paints, which I truly hate with a vengeance. Being a German company it seems strange that Revell haven't got German Army colours in their paint range?

Thank you very much to Revell (UK Branch) for the review sample.

Paul R. Harrison

Correction on Revell F-16MLU review

I received a message from Jose Barata in Portugal regarding the pylons, with built in chaff/flare dispensers, that I had fitted on the review model. As usual he's absolutely right that they are only used by the Danish Air Force and should not be fitted to the Belgian or Dutch aircraft catered for by the kit. Thanks for the information and I have changed the pylons on my F-16 for the normal ones! I just hope there aren't loads of readers having to rip off pylons because of me!

AErodin Breda Ba.25/D.2

Technical Data

Scale: 1/72nd
Kit No: 72-01
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear Plastic
Parts: Resin 38, Clear 2
Decal Options: 1
Manufacturer: AErodin
Obtain via: Italian Kits Mail Order and MisterKit



The Kit

This resin kit, AErodin's first, arrived in a comparatively large plain cardboard box. The simple 'box art' is a laser print glued on the lid showing a nice photograph of a completed model. All parts are neatly packaged in several small re-sealable bags and are moulded in a very pale grey resin, the smaller parts still attached to their moulding blocks. Included in the

Surface detail is rather austere, with engraving only used for depicting the control surfaces. Similarly, raised lines are only used for the wing rib detail. There is very subtle moulding on the fuselage sides and all trailing edges had a commendable scale thickness, although the trailing edge of the upper wing needed a fair amount of cleaning up. All the struts were extremely fragile and suffered from flash and there was a problem with the fuselage where the starboard half was found to be deeper than the port side. Not only that, the propeller was missing.

Instructions

The rather basic instructions are photocopied on one side of an A4 sheet. It included a detailed drawing of the undercarriage and tail-skid construction, two rather indistinct cockpit photos, a little bit of informational/advisory text in Italian and English and a simple painting guide. Assembly is aided by a rather sketchy exploded-view construction diagram.

Construction

The two fuselage halves were tissue-paper thin in places. To prevent any



detail is adequate, with basic tubular framework moulded on the fuselage sides, together with separately moulded floor, seats and instrument panels. The mis-matched fuselage dilemma was solved by aligning the top edge during assembly and the resulting step along the base removed afterwards with careful sanding. Fortunately, the base of the fuselage was thick enough to cope with this.

The engine is buried in the nose with just the cylinders protruding, the detailing of which was fine. I split the one-piece engine exhaust in two to allow it be glued in position at a later stage. An outer cowl is supplied but was not used on this particular aircraft. The next step was to fix the lower wing and horizontal stabilisers in place, followed by the assembly of the undercarriage. The undercarriage strut arrangement was fairly complex, requiring careful study of the diagrams. I replaced some of the fragile resin struts with stronger plastic alternatives, a course of action suggested on the instruction sheet. It also states that, as this aircraft was used for blind flight, a canvas cover will need to be made for the front cockpit opening and that the leading edge slat detail on the upper wing must be removed.



Accuracy

The kit compares well with dimensions sourced from elsewhere. With a top wing span of 13.3cm, an overall length of 10.8cm and a height of 4.1cm, it scales out to almost spot on. Comments on its actual appearance are made difficult by the fact that out of all the Breda 25 photographs I could find, no two were the same! There were single-seater, float-plane and even in-line engined types and of these, some had rounded wing tips and different shaped tail-fins. Comparing the model with the nearest suggests that the overall look of the aircraft has been captured very well, even

though the exhaust and wheel detail were quite different.

Colour Options

With only one option supplied on the decal sheet, for a rather eccentrically adorned trainer aircraft, an overall coat of Alclad II White Aluminium was applied to the model. Before attaching the upper wing, the tricolor banding needed to be done. This turned out to be a fairly complex masking operation, using the diagrams together with the photograph on the lid to work out their size and position. The white was sprayed as a base, then the green and red bands

were airbrushed in sequence using Humbrol enamels. Other items such as the tyres, cylinders, struts and exhaust etc were brush painted.

Decals

The decal quality was very poor. It looked like a low-resolution computer-generated printout and was supplied on a tiny sheet taped to the back of the instructions. It had overall carrier film. Although I was able to use the lettering without too much problem, spares were found for the Savoy Crest and fuselage fasces.

Decal Rating = 2/10.

Conclusion/Recommendation

This was one of Italy's most widely used trainer aircraft in the 1930s. Despite the kit's faults, particularly the mis-matched fuselage and missing propeller, I would still give this kit a guarded recommendation to experienced biplane and Italian aircraft enthusiasts. Anyone trying a resin kit for the first time is likely to find it a challenge. It could make a good basis for conversion projects provided good references are found.

Many thanks to Aerodim for the review sample.

Chris Beebridge

Revell Northrop F-5B

Technical Data

Scale: 1/72nd
Kit No: 04314
Price: £6.99
Origin: Italeri (Italy)
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Components: Plastic 83 (Light Grey), Clear 4
Decal Options: 2
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)



The Kit

The kit comes in the standard Revell box which has a nice colour representation on the top with two photographs of the prototype model on the side. Inside is a bag containing five sprues of grey parts and one sprue of clear parts which is individually sealed in its own little bag, instructions, one decal sheet for two different air forces and an 'attention' note, more of which later.

The grey parts have very fine recessed panel lines and a good level of surface detail although the sample received had a fair amount

of flash on a majority of the parts. I am unsure as to the origin [Italeri, Ed.] of this kit, whether it is a new tooling or shared with some other manufacturer, not that this matters as it is up to Revell's improving standards, I must admit that Revell have 'upped their standards' quite a bit on their new kits, with the level of detail in most areas getting to be on par with that expected from certain Japanese manufacturers.

Instructions

Instructions are provided in Revell's normal style booklet, although on this occasion it is in A5 'notepad' style. The instructions begin with the normal aircraft description on the cover with the next few pages full of text that very few of us ever take notice of. It is not until you get to the paint reference chart, which refers as always only to Revell paint numbers, that you begin the kit instructions proper. The following pages of the instructions begin with sprue layouts and construction steps through to painting and decaling instructions on pages 10 and 11.

Construction

Construction starts guess where? Yep, in the cockpit, beginning with the ejection seats, fairly simple assembly as each seat comes in two halves with limited detail and no

seat belts. The instrument panels have no raised details and the same can be said for the side coaming panels except these do have throttle quadrants. Painting references are shown at each stage which is very simple at the cockpit stage. Decals are supplied for all the instrument panels in the cockpits which when applied do not look too bad. Assembly of the cockpits is quick with the seats, joysticks and instrument panels all being assembled into the cockpit tub which is then glued into position in the nose sections of the fuselage. The fuselage is split into two sections with the split being just aft of the second cockpit bulkhead, this I assume is to allow Revell to market a single-seater without having to manufacture two complete sets of moulds.

Assembly takes place at a pace, with the aft fuselage consisting of three parts which, when assembled, fit to the front assembly. The engine intakes were pre-painted Humbrol Satin White (130), with the aft ends painted matt black. When dry they were assembled and fitted to the fuselage assembly. Only a small amount of filler was required here. Wings and tailplanes were fitted with no filler being required at this stage. (Tip: if you use plastic filler you may or may not know that nail

polish remover on a cotton bud cleans this filler off very nicely without damaging the plastic. It also means that you do not remove any panel lines as a result of sanding the surplus filler away.)

Back to the kit. I chose not to fit the exhaust nozzles at this stage but to leave them off and paint them separately.

Steps 12 and 20 show the fitting of an arrestor hook, two inlets and a fuselage centre pylon, however, there are no location holes in the fuselage for these so the location is open to interpretation and the parts will have to be trimmed of their location lugs prior to fitting. Furthermore, part no. 2, which is the fuselage centre pylon, has lugs top and bottom, one to fit into the fuselage the other to fit into the fuel tank (Part Nos 47 & 49). Be careful not to remove the wrong lug here as the drawing shown in section 22 of this pylon is drawn upside down, the triangular lug is the one that fits into the fuel tank and should not be removed.

As mentioned at the beginning, there is an 'attention' note included in the box. This states that the 'fuel tanks/bombs for steps 15 and 16 should not be used because they are not needed for the trainer version and are therefore not included in the kit'. Included in the kit are part

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nos 49, 50, 51 & 52 which this sheet also tells you you do not need; this would leave you with either four empty pylons or four slots in the wing where these pylons should go if you did not fit them. I opted to fit these pylons and the two extra tanks along with the Sidewinders as shown on the box artwork and photos. Now the perfectionists may say that the trainer versions didn't have these fitted but without them the aircraft would look a bit plain, the choice is yours.

When assembling the fuel tank part nos 49 to 52 it became clear that the shape of the two halves of each part were of a different profile around the nose, but a bit of scraping and sanding after assembly soon put this right. The tanks were fitted and the canopies masked and temporarily fitted ready for painting.

If you intend to display this model with the canopies open you will encounter slight difficulties. Firstly step 25 shows the canopy hinges but no part numbers. Of the parts in question, 25 & 26 go on the aft canopy and parts 60 & 61 go on the forward canopy. Now all you

have to do is fit them into the holes provided in the backs of each ejection seat! Here you will realise that the space between each hinge on each canopy is wider than the bracket on the ejector seat! I had to carefully bend each hinge inwards until the canopy hinges fitted the brackets; be very careful otherwise they will break. Nice idea, pity it's not quite right.

Colour Options

One of two aircraft can be modelled:

- No.316 Squadron, Royal Netherlands Air Force, Eindhoven 1990. Two tone grey: upper surfaces Medium Grey, lower surfaces Light Grey.
- Escuadron 212, ala. 21, Spanish Air Force, Moron AFB, Spain 1972. All over aluminium finish.

I went for option 1 of the Royal Netherlands Air Force using Humbrol Medium Grey (145) and Humbrol Light Grey (64), these being applied over a base coat of Halfords acrylic grey primer. Undercarriage and undercarriage bays were sprayed Humbrol Satin White (130) with the tyres painted

Revell Matt 6. When dry these were fitted along with the air brakes and gear doors. The exhaust nozzles were given a coat of Humbrol Gloss Black (21), allowed to dry then sprayed with Alclad II Stainless Steel with a mist coat of Alclad II Pale Burnt Metal and then fitted to the fuselage.

The canopies were given a coat of doubly thinned Revell Clear Blue 752, which gives them a bit more life and takes away the blandness of the clear plastic.

Accuracy

Dimensions given in World Aircraft Information Files state an overall length of 14.45m and a span of 8.53m including wingtip AAMs. I measured the model at (that's if my maths is right) length 14.3m, span 7.9m. So for accuracy it is almost there. More importantly, to me anyway, it certainly looks like a Northrop F-5B.

Decals

As described earlier there are two options for this kit. Decals are nicely printed with a minimum of carrier film. My option, that of the Royal

Netherlands Air Force, has four roundels in red, white and blue of which the red and blue were slightly out of alignment, apart from this no other errors can be seen. No problems were experienced during application, the decals went on well without the need for setting agents and dried without silvering. Decal Rating = 9/10.

Conclusion/Recommendation

Apart from a few niggly errors in the instructions, parts and the canopy fit, which can easily be overcome, this is a very nice little kit to build and goes together very easily and cleanly without having to resort to using copious amounts of filler. No major problems were experienced during build and when finished it gives a good representation of an F-5B. The detail on most of the parts is noteworthy and very subtle. I therefore recommend this kit to all, whatever age you are or skill level you have.

My thanks to Revell AG (UK Branch) for the review sample.

Andy McCabe



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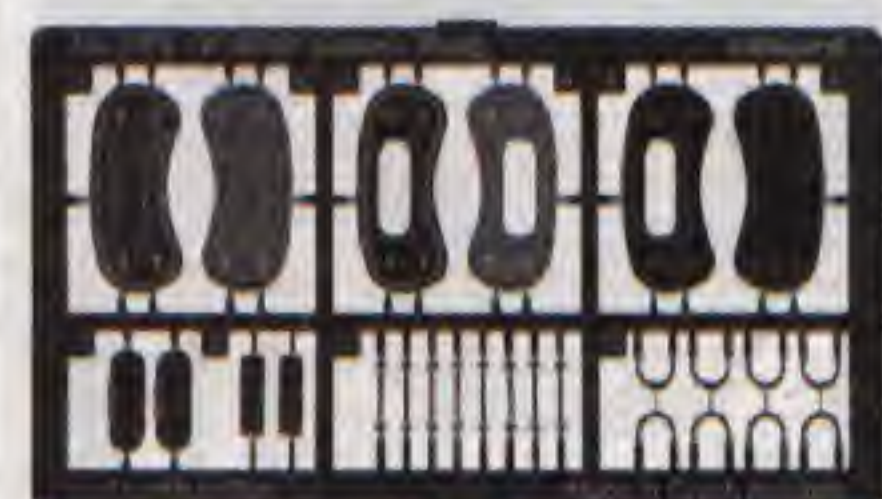


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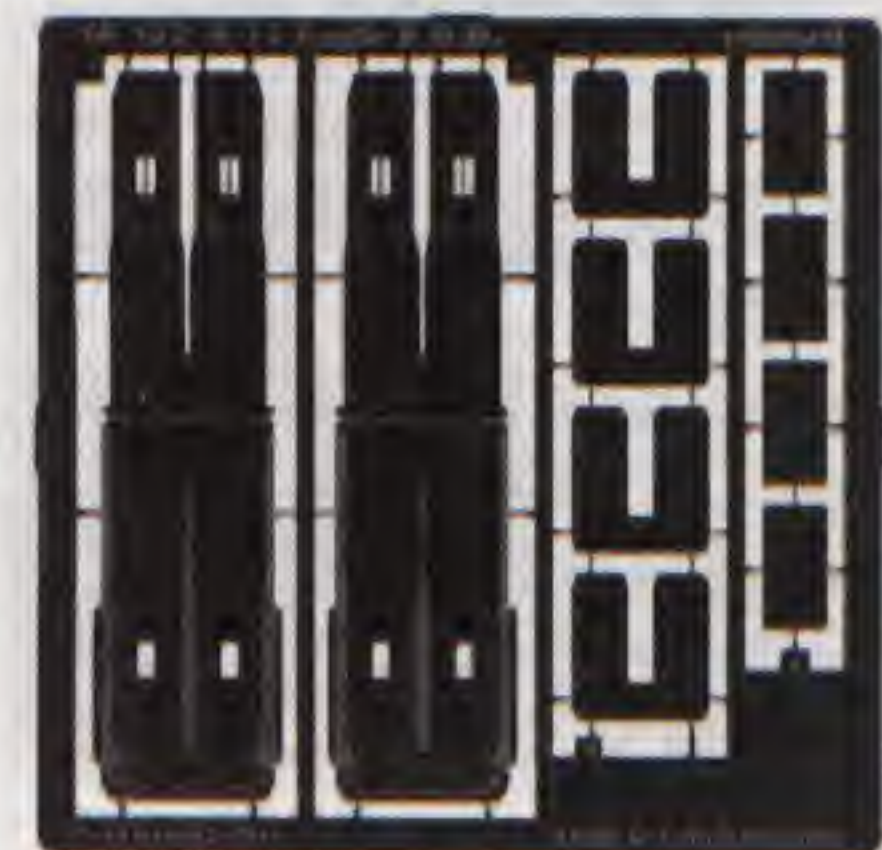
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48 416 Sukhoi Su-25K Frogfoot (Kopro) - [samples are for illustration purposes only]



48 431 N.A. F-86D Sabre Dog (Revell) - Eduard



48 432 G.D. F-15 Eagle (Revell) - Eduard

Subject: N.A. F-86D Sabre Dog

Scale: 1/48th

Product No.: 48 431

Type: Accessory

Designed for: Revell kit

Price: £6.50

Includes: This set offers two FOD guards for the 'Pro-Modeler' Sabre Dog kit.

Subject: G.D. F-15 Eagle

Scale: 1/48th

Product No.: 48 432

Type: Accessory

Designed for: Revell kit

Price: £9.40

Includes: This set offers FOD guards for both intakes on the Revell or Monogram kits.

Subject: Grumman F-14 Tomcat

Scale: 1/48th

Product No.: 48 433

Type: Accessory

Designed for: Hasegawa kit

Price: £5.25

Includes: This set offers two complete sets of FOD guards for the Tomcat.

Subject: McDD F-4 Phantom

Scale: 1/48th

Product No.: 48 434

Type: Accessory

Designed for: Hasegawa kit

Price: £6.50

Includes: This set offers two complete sets of FOD guards for any version of the F-4.

Subject: Soviet AA Missile Set

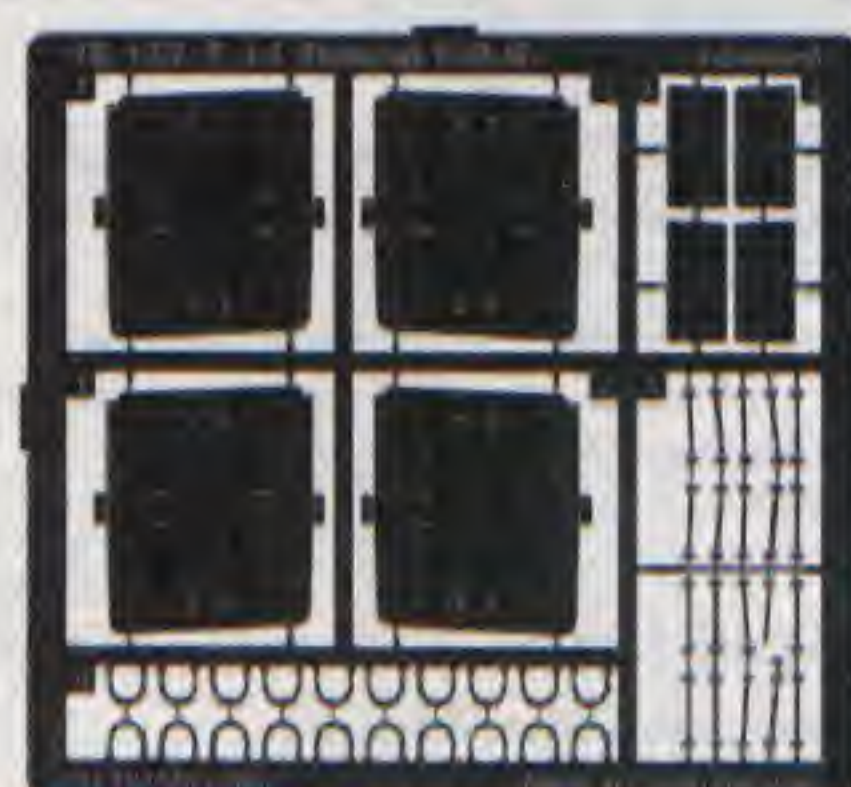
Scale: 1/48th

Product No.: 48 435

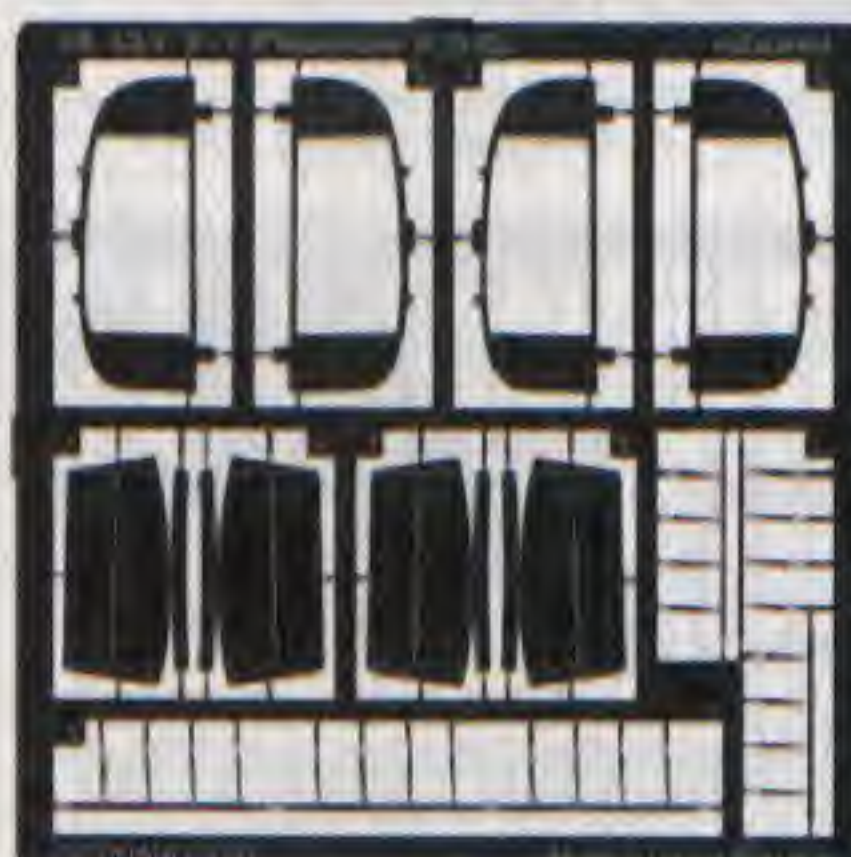
Type: Accessory

Designed for: Academy kits

Price: £9.25



48 433 Grumman F-14 Tomcat (Hasegawa) - Eduard



48 434 McDD F-4 Phantom (Hasegawa) - Eduard

Includes: This set will be suitable for the MiG-29 and Su-27 from Academy and offers fins and other details for R-73E and R-60M anti-aircraft missiles carried by these two types.

Subject: Mig-29

Scale: 1/48th

Product No.: 48 437

Type: Accessory

Designed for: Academy kit

Price: £7.99

Includes: This set offers two crawl-boards and a crew access ladder for the MiG-29.

Subject: F-8E Crusader

Scale: 1/48th

Product No.: 48 440

Type: Detail Set

Designed for: Hasegawa kit

Price: £9.25

Includes: This set offers instrument panel (two versions), side consoles, sidewalls, rudder pedals, seat belts, ejection seat sides, nose and main oleo leg compression linkage, mainwheel well details, undercarriage door interiors, various blade antennae and details for the interior of the variable angle wing mechanism.

Subject: F-8E Crusader

Scale: 1/48th

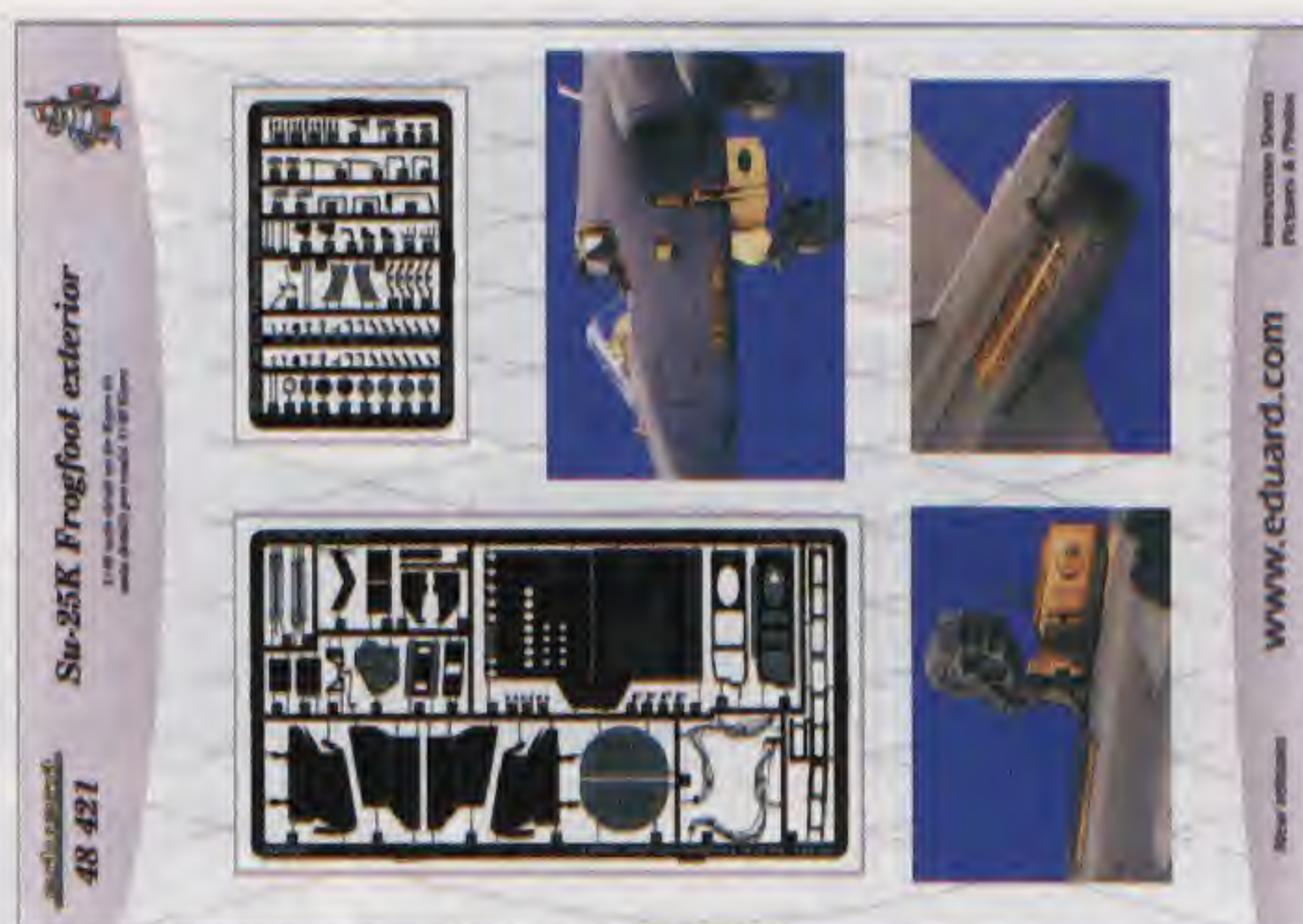
Product No.: 48 441

Type: Accessory

Designed for: Hasegawa kit

Price: £5.25

Includes: This set offers one complete FOD guard for the F-8E.



48 421 Sukhoi Su-25K Frogfoot (Kopro) - [samples are for illustration purposes only]



48 430 MiG-19S [Farmer C] (Trumpeter) - [samples are for illustration purposes only]

Subject: Arado Ar 234C-3

Scale: 1/48th

Product No.: 48 442

Type: Accessory

Designed for: Revell kit

Price: £12.60

Includes: This set offers a new canopy-mounted instrument panel, side consoles and instrument panels (two styles), rudder pedals, bulkhead details, canopy hatch handles and linkage, main oleo leg compression linkage and details, DF loop, main wheel well details and main wheel undercarriage doors

Subject: Sukhoi Su-25K Frogfoot

Scale: 1/48th

Product No.: 48 443

Type: Detail Set

Designed for: Kopro kit

Price: £TBA

Includes: yet another set for the Kopro kit, this one deals with armament. it offers fins

and details for the outboard missiles, tails for two styles of bombs and the end cones for the rocket launchers.

Subject: Republic P-47D

Scale: 1/48th

Product No.: 49 198

Type: Accessory

Designed for: Tamiya kit

Price: £10.50

Includes: This is a pre-painted set that offers both wings ammunition bays complete with ammunition belts. These latter items are the only pre-painted elements, the bays themselves being supplied unpainted.

Subject: Republic P-47D

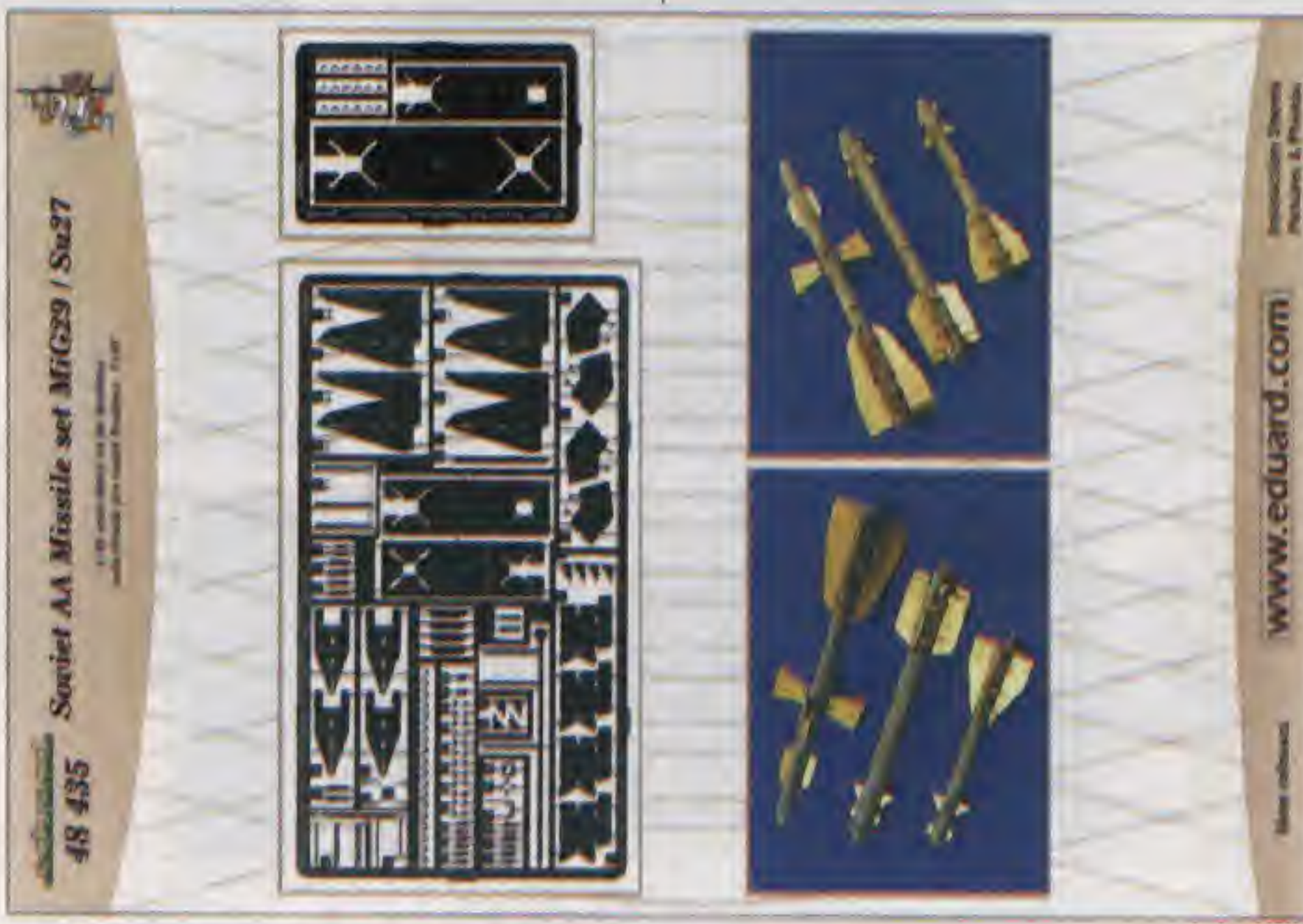
Scale: 1/48th

Product No.: 49 226

Type: Accessory

Designed for: Tamiya kit

Price: £10.50



48 435 Soviet AA Missile Set - [samples are for illustration purposes only]



48 437 Mig-29 (Academy) - [samples are for illustration purposes only]

Includes: This is another pre-painted set, although actually only the cockpit interior elements on sheet #FE226 are actually painted, the other two sheets are unpainted. The set offers a full cockpit interior, seat belts, rudder pedals, instrument panel, gunsight and sidewalls, plus engine ignition harness, cowl gills linkage, undercarriage bay and door details.

Subject: Republic P-47D

Scale: 1/48th

Product No.: FE 197

Type: Accessory

Designed for: Tamiya kit

Price: £12.80

Includes: This is another pre-painted set and offers all the placards for the cockpit area of this kit, plus those seen on the engine and oleo legs.

Subject: Republic P-47D

Scale: 1/48th

Product No.: FE 226

Type: Accessory

Designed for: Tamiya kit

Price: £6.50

Includes: This is actually the cockpit interior pre-painted set seen previously in #49 226.

Subject: Blotch - Large Mask

Scale: 1/48th

Product No.: XF 566

Type: Masking template

Designed for: N/A

Price: £10.65

Includes: This is another masking template set and it offers 'blotches' in a large diameter on a sheet suitable for masking wing areas on 1/48th scale aircraft.

Subject: Blotch - Medium Mask

Scale: 1/48th

Product No.: XF 567

Type: Masking template

Designed for: N/A

Price: £10.65

Includes: This is another masking template set and it once again offers 'blotches', although this time in a medium diameter suitable for masking wing areas on 1/48th scale aircraft.



48 440 F-8E Crusader (Hasegawa) - [samples are for illustration purposes only]

Subject: Blotch - Small Mask

Scale: 1/48th

Product No.: XF 568

Type: Masking template

Designed for: N/A

Price: £10.65

Includes: This final masking template set offers 'blotches' in a small diameter suitable for masking wing areas on 1/48th scale aircraft.

1/32nd Scale

Subject: Seat Belts, RAF [Late]

Scale: 1/32nd

Product No.: 32 096

Type: Accessory

Designed for: N/A

Price: £10.50

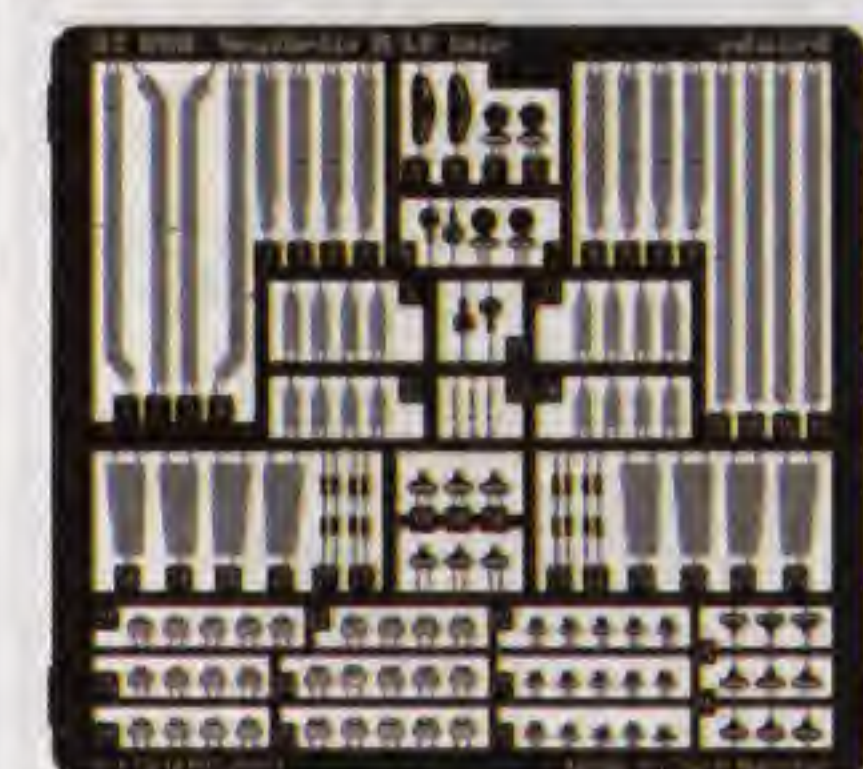
Includes: The seat belts shown here are



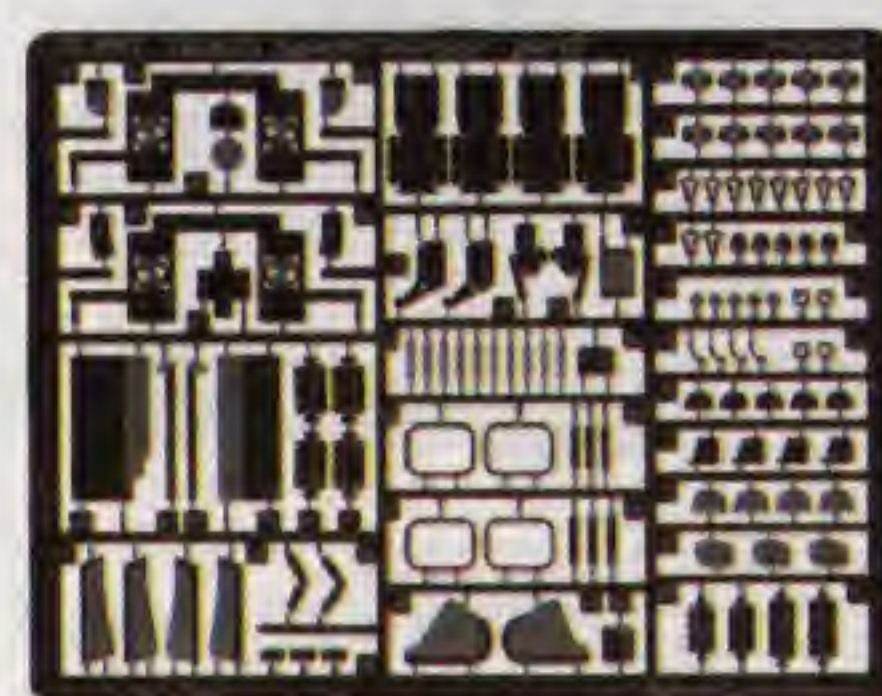
FE 226 Republic P-47D (Tamiya)



XF 567 Blotch - Medium Mask



32 096 Seat Belts, RAF [Late]



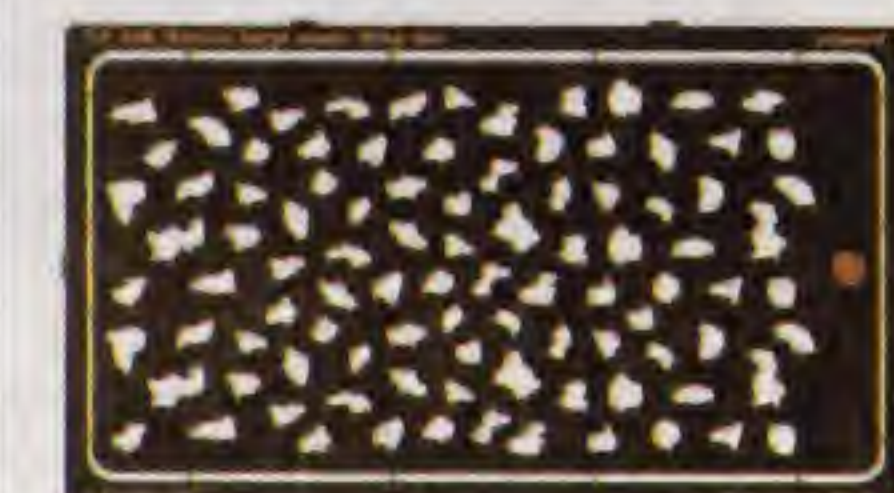
32 097 Hughes AH-64A Apache (Kangham)



48 441 F-8E Crusader (Hasegawa)



FE 197 Republic P-47D (Tamiya)



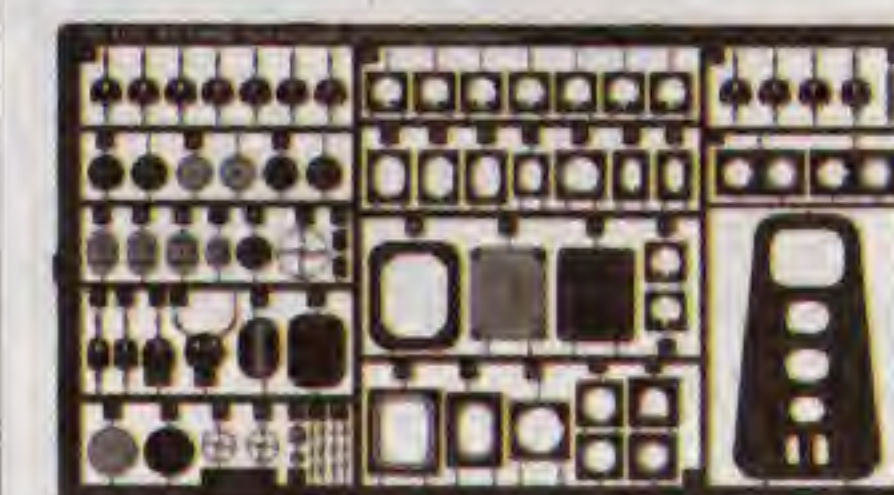
XF 566 Blotch - Large Mask



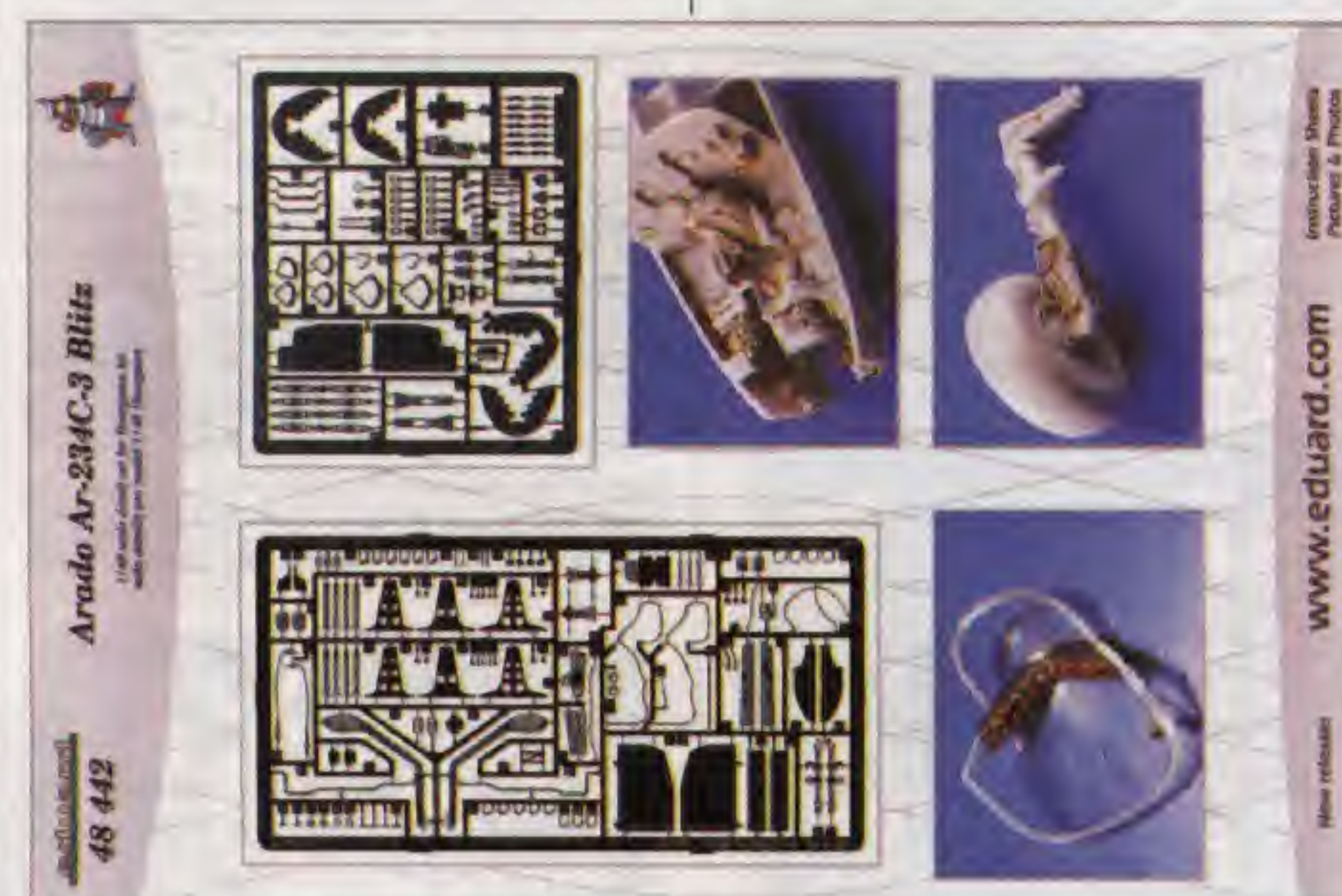
XF 568 Blotch - Small Mask



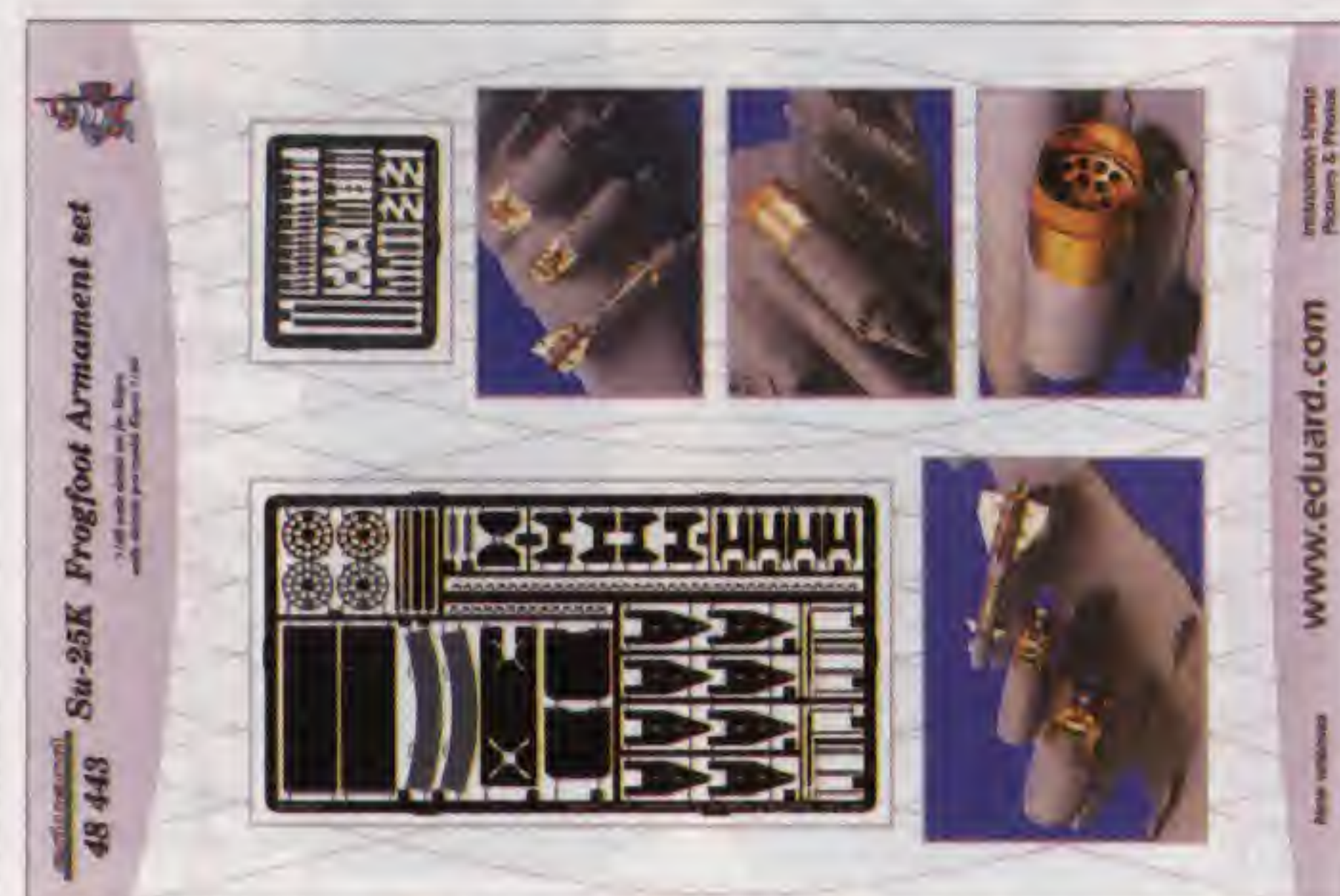
32 097 Hughes AH-64A Apache (Kangham)



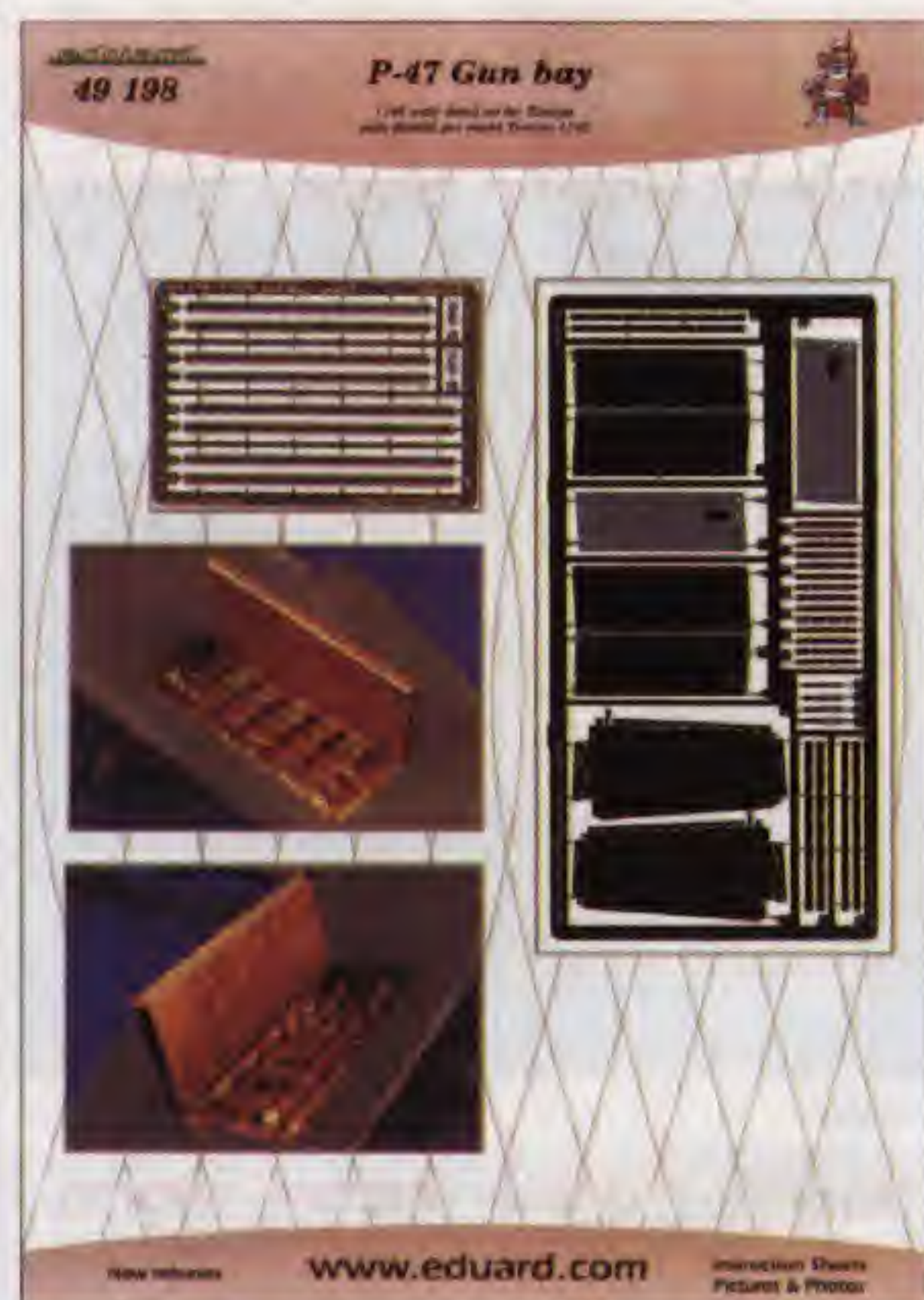
32 102 Messerschmitt Bf 109G (Hasegawa/Revell)



48 442 Arado Ar 234C-3 (Revell) - [samples are for illustration purposes only]



48 443 Sukhoi Su-25K Frogfoot (Kopro) - [samples are for illustration purposes only]



49 198 Republic P-47D (Tamiya) - [samples are for illustration purposes only]

WWII vintage, not modern as the 'late' bit in the title may suggest. The fret offers belts of two styles, the former most certainly seen on early Spitfires and the latter on the later marks, although these will fit various other British types as well so check your references.

Subject: Hughes AH-64A Apache

Scale: 1/32nd

Product No.: 32 097

Type: Detail set

Designed for: Kangham kit

Price: £16.20

Includes: This set offers various interior details for the Apache. These include seat belts, seat armour, side consoles, instrument panel, rear and mid bulkhead details and various handles and details inside the canopy area.

Subject: Focke-Wulf Fw 190D-9

Scale: 1/32nd

Product No.: 32 100

Type: Detail set

Designed for: Hasegawa kit

Price: £12.60

Includes: This is an exterior set for the Hasegawa kit. It offers wheel well inserts, tailwheel yoke and separate cowling gills.

Subject: Focke-Wulf Fw 190D-9

Scale: 1/32nd

Product No.: 32 101

Type: Detail set

Designed for: Hasegawa kit

Price: £14.00

Includes: A complete set of separate landing flaps.



32 100 Focke-Wulf Fw 190D-9 (Hasegawa) - [samples are for illustration purposes only]



49 226 Republic P-47D (Tamiya) - [samples are for illustration purposes only]

Subject: Messerschmitt Bf 109G

Scale: 1/32nd

Product No.: 32 102

Type: Detail set

Designed for: Hasegawa or Revell kits

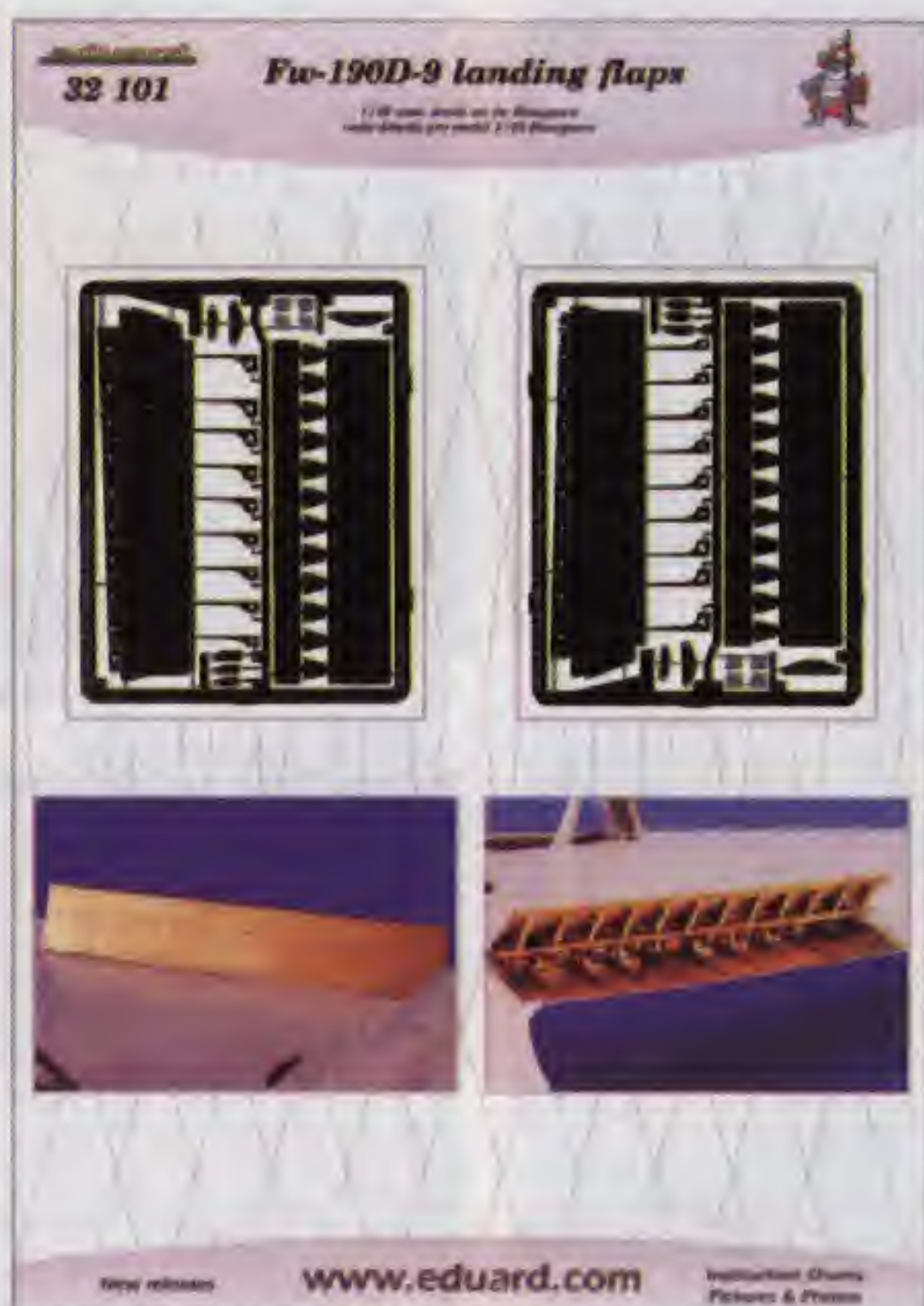
Price: £12.60

Includes: This set offers access panels and associated scribing panels for the Bf 109G in this scale. Nearly all of the access and filler points on the Bf 109G airframe are included in this set and the scribing template will allow you to easily add those missed off certain versions of the Hasegawa kit.

Conclusion

All of these sets are up to the high standard we have all come to expect from Eduard. The scope and finesse of those featured above are certainly excellent, and although this type of detailing medium is becoming more expensive in the UK, if you are going to add lots of detail to any of your model projects, check out what Eduard have to offer. I personally love the access panel set for the Bf 109G in 1/32nd and the pre-painted cockpit placards for the P-47D in 1/48th have to be seen to be believed!

Our thanks to Eduard M.A. for the review sample. UK modellers can obtain this range from Hannants and LSA Models.



32 101 Focke-Wulf Fw 190D-9 (Hasegawa) - [samples are for illustration purposes only]

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Fabflight

This is a new range from France, samples of which have been sent directly to us for review this month.

1/48th Scale

Subject: Spitfire Seat

Scale: 1/48th

Product No.: DET001

Type: Accessory

Designed for: See text

Price: £TBA (€4.00)

Includes: This single resin casting represents a Spitfire seat complete with armour plate and seat belts.

Subject: Focke-Wulf Fw 190 Seat

Scale: 1/48th

Product No.: DET002

Type: Accessory

Designed for: See text

Price: £TBA (€4.00)

Includes: This single resin casting represents an Fw 190 seat complete with seat belts.

Subject: Oxygen Tube

Scale: 1/48th

Product No.: DET005

Type: Accessory

Designed for: See text

Price: £TBA (€4.00)

Includes: This pack comprises two short lengths of coiled wire that can represent oxygen tubes in any aircraft model in this scale.

Subject: Dewoitine Detail Set

Scale: 1/48th

Product No.: DET006

Type: Detail set

Designed for: Tamiya

Price: £TBA (€15.00)

Includes: This set offers separate control surfaces and tailplanes, a separate rudder, 'weighted' main wheels, a new pilot's seat and a replacement radiator unit. Everyone will realise that the latter item replaces the inaccurate one in the Tamiya kit.

Subject: Jerricans

Scale: 1/48th

Product No.: ACC48005

Type: accessory

Designed for: See text

Price: £TBA (€5.00)

Includes: This set offers ten individually cast Jerricans.

Subject: Oil Drums

Scale: 1/48th

Product No.: ACC48006



DET001 Spitfire Seat - Fabflight

Type: accessory

Designed for: See text

Price: £TBA (€5.00)

Includes: This set offers six oil drums cast as a single piece.

Subject: Base - PSP

Scale: 1/48th

Product No.: B48002

Type: accessory

Designed for: See text

Price: £TBA (€10.00)

Includes: This resin base replicates Perforated Steel Plating (PSP) as used by Allied forces for temporary airstrips during WWII. The base is 180mm x 210mm and therefore suitable for single-engine aircraft in this scale.

Subject: Base - Luftwaffe Revetment

Scale: 1/48th

Product No.: B48004

Type: accessory

Designed for: See text

Price: £TBA (€10.00)

Includes: This resin base replicates a wooden-slatted aircraft revetment suitable for WWII Luftwaffe aircraft. The base is once again 180mm x 210mm, so only suitable for single-engine aircraft in this scale.

Conclusion

Each of these sets is well cast and reasonably priced. The detail and correction set for the Tamiya D.520 is very welcome, and Fabflight have informed us that they will do a



DET002 Focke-Wulf Fw 190 Seat - Fabflight

similar detail set for the Azur kit in 1/32nd scale during September.

Our thanks to Fabflight for the review samples. This entire range

can be ordered from Flight 66 in France, although the manufacturer is also currently looking for an exclusive UK importer.



DET006 Dewoitine Detail Set (Tamiya) - Fabflight



ACC48006 Oil Drums - Fabflight



B48002 Base [PSP] - Fabflight



B48004 Base [Luftwaffe Revetment] - Fabflight



DET005 Oxygen Tube - Fabflight



ACC48005 Jerricans - Fabflight

Aires

Another large batch of accessories and detail sets has recently been released by Aires, samples of which have been sent directly to us for review.

1/72nd Scale

Subject: Republic P-47D Gun Bay

Scale: 1/72nd

Product No.: 7089

Type: Accessory

Designed for: Academy kit

Price: £5.00

Includes: This set comprises resin and etched components and allows both gun bays and ammunition bays to be opened in each wing of the P-47D.

Subject: Junkers Ju 87G 3.7cm Bordkanone

Scale: 1/72nd

Product No.: 7095

Type: Accessory

Designed for: Academy kit

Price: £TBA

Includes: This resin set offers two complete 3.7cm PAK cannon complete with their associated gondolas for underwing mounting on the Ju 87G.

Subject: D.H. Mosquito FB Mk VI Gun Bay

Scale: 1/72nd

Product No.: 7099

Type: Accessory

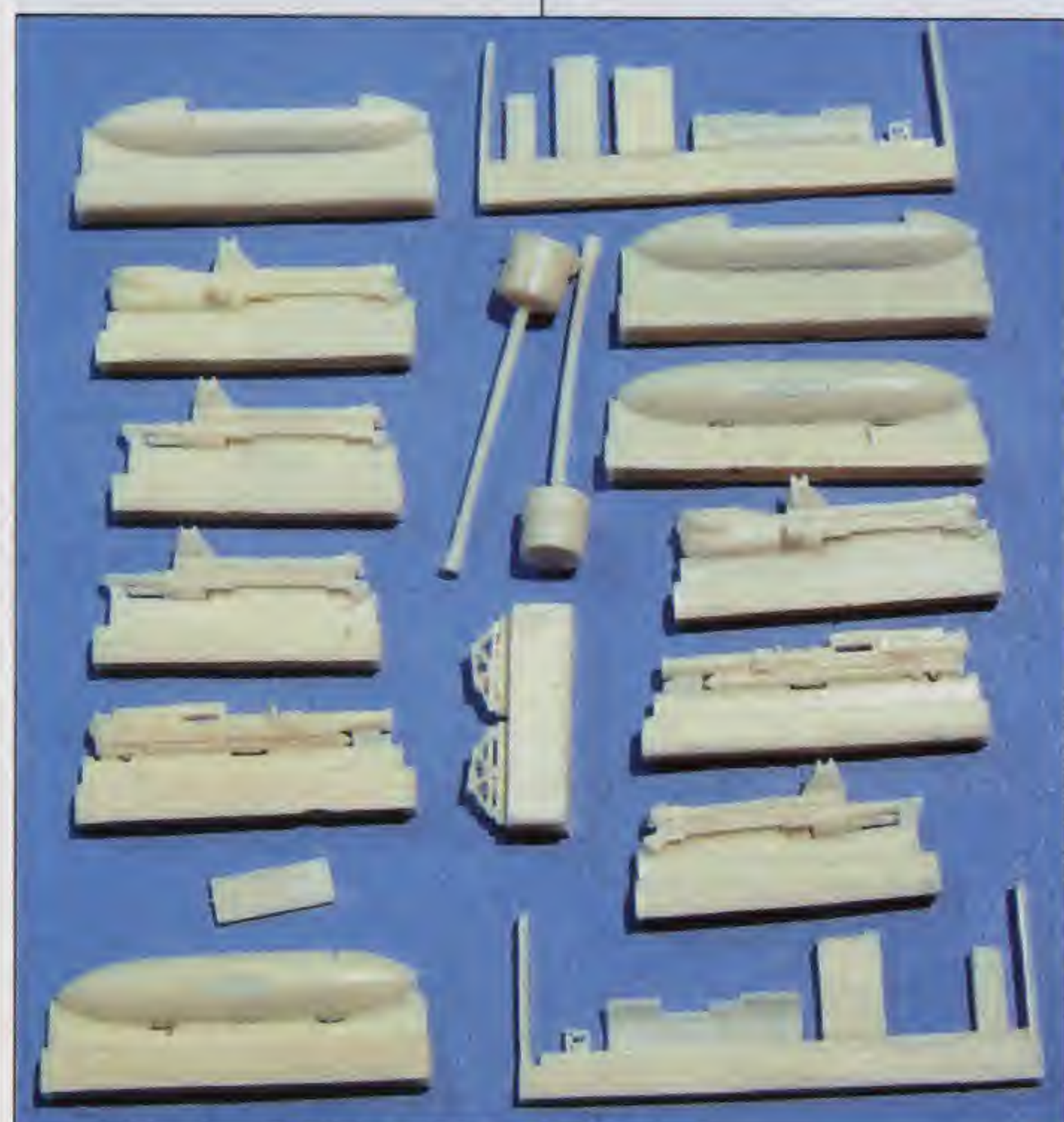
Designed for: Tamiya kit

Price: £8.40

Includes: This resin set comprises a new ventral bomb and gun bay complete with separate cannon and access panels



7099 D.H. Mosquito FB Mk VI Gun Bay (Tamiya) - Aires



7095 Junkers Ju 87G 3.7cm Bordkanone (Academy) - Aires



7089 Republic P-47D Gun Bay (Academy) - Aires



4159 Messerschmitt Me 410A-1 (Revell-Monogram) - Aires



4160 McDD F-4J/S Phantom Cockpit Set (Hasegawa) - Aires



4162 Kawasaki Ki-61-I Hein Detail Set (Hasegawa) - Aires



4167 Douglas A-1H Skyraider Cockpit Set (Tamiya) - Aires

1/48th Scale

Subject: Messerschmitt Me 410A-1

Scale: 1/48th

Product No.: 4159

Type: Detail Set

Designed for: Revell-Monogram kit

Price: £TBA

Includes: This is a combined detail set covering the cockpit and gun bay areas in the Me 410. Both front and rear cockpit

areas are offered in resin with details like the instrument panels and seat belts in etched brass. The whole gun and bomb bay area under the nose is a new resin insert complete with bomb doors.

Subject: McDD F-4J/S Phantom Cockpit Set

Scale: 1/48th

Product No.: 4160

Type: Detail Set

Designed for: Hasegawa kit



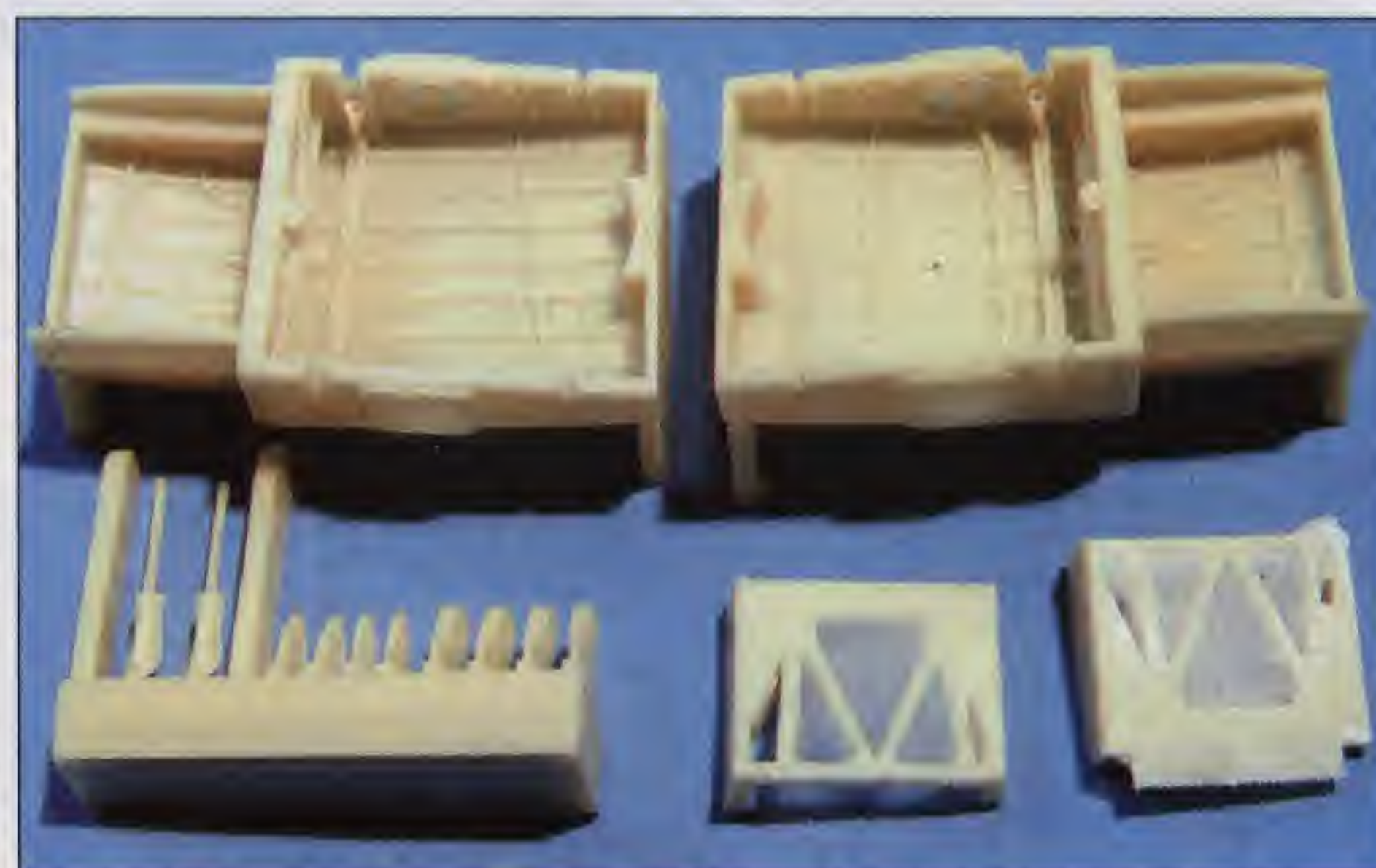
4172 F-8E Crusader Engine Duct Bay (Hasegawa) - Aires



4173 F-8E Crusader Wheel Bays (Hasegawa) - Aires



4171 F-8E Crusader Exhaust Nozzle (Hasegawa) - Aires



4174 Douglas A-1H Skyraider Wheel Wells (Tamiya) - Aires

Price: £11.80

Includes: This set comprises an entirely new cockpit 'tub' complete with instrument panel, sidewalls and ejection seats all in resin. Smaller details like seat belts, control levers etc are all supplied as etched brass.

Subject: Kawasaki Ki-61-I Hein Detail Set

Scale: 1/48th

Product No.: 4162

Type: Detail Set

Designed for: Hasegawa kit

Price: £22.00

Includes: This detail set covers the cockpit interior, gun bays and engine. The former is a completely new multi-part resin 'tub' with details like the instrument panel and seat belts in etched brass. The gun bays for the wings are resin inserts, for which some surgery on the kit will be required before they can be installed. The engine set is the same, requiring the removal of the various sections of the nose before the new resin engine can be installed. Resin replacement

panels are included for all those you have cut from the kit.

Subject: Douglas A-1H Skyraider Cockpit Set

Scale: 1/48th

Product No.: 4167

Type: Detail Set

Designed for: Tamiya kit

Price: £6.70

Includes: This cockpit set consists of an entirely new resin 'tub', complete with seat, instrument panel and rear decking all in resin. Smaller details parts like the instrument panel facia, seat belts and rudder pedals are supplied as etched brass.

Subject: F-8E Crusader Engine Duct Bay

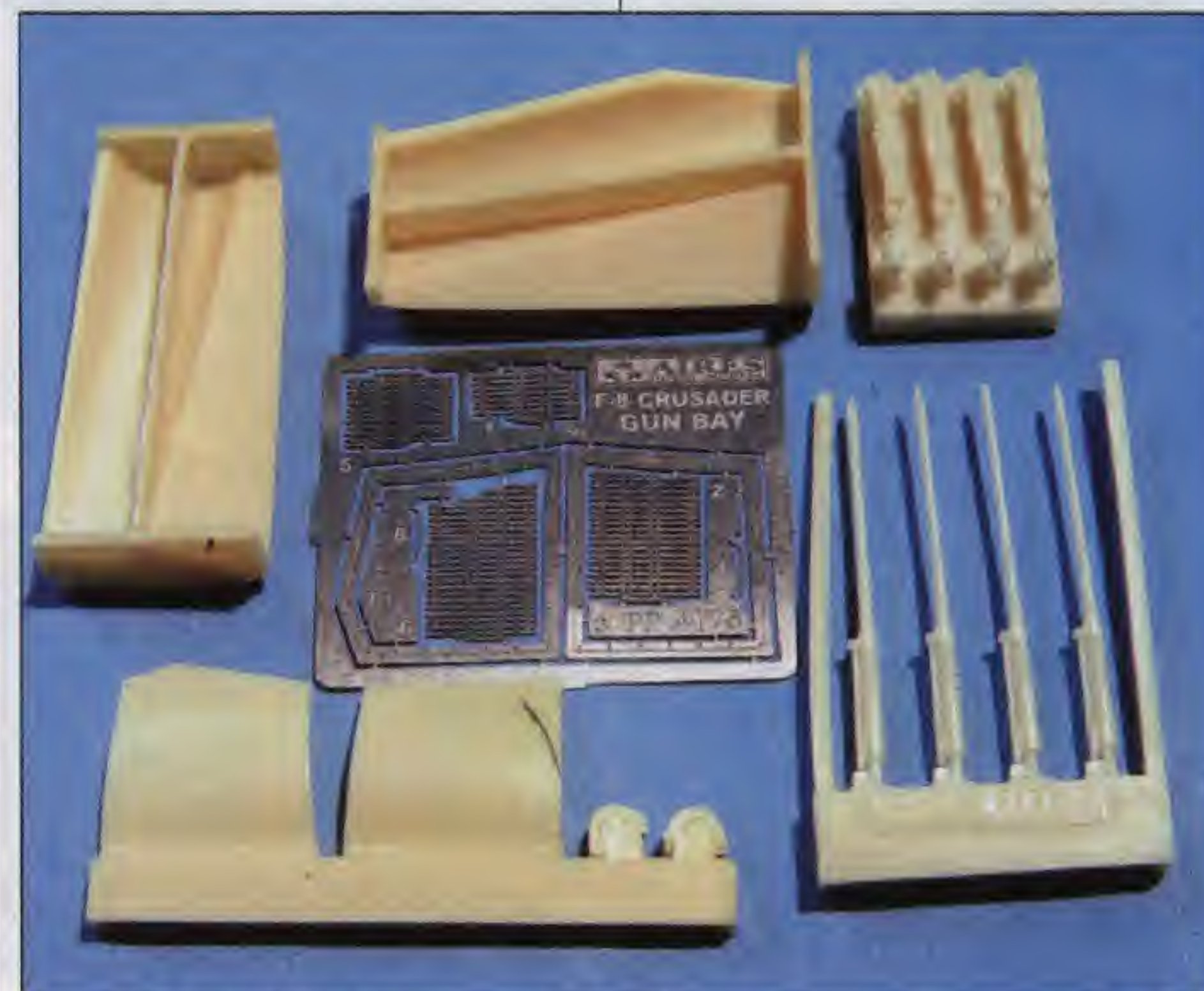
Scale: 1/48th

Product No.: 4172

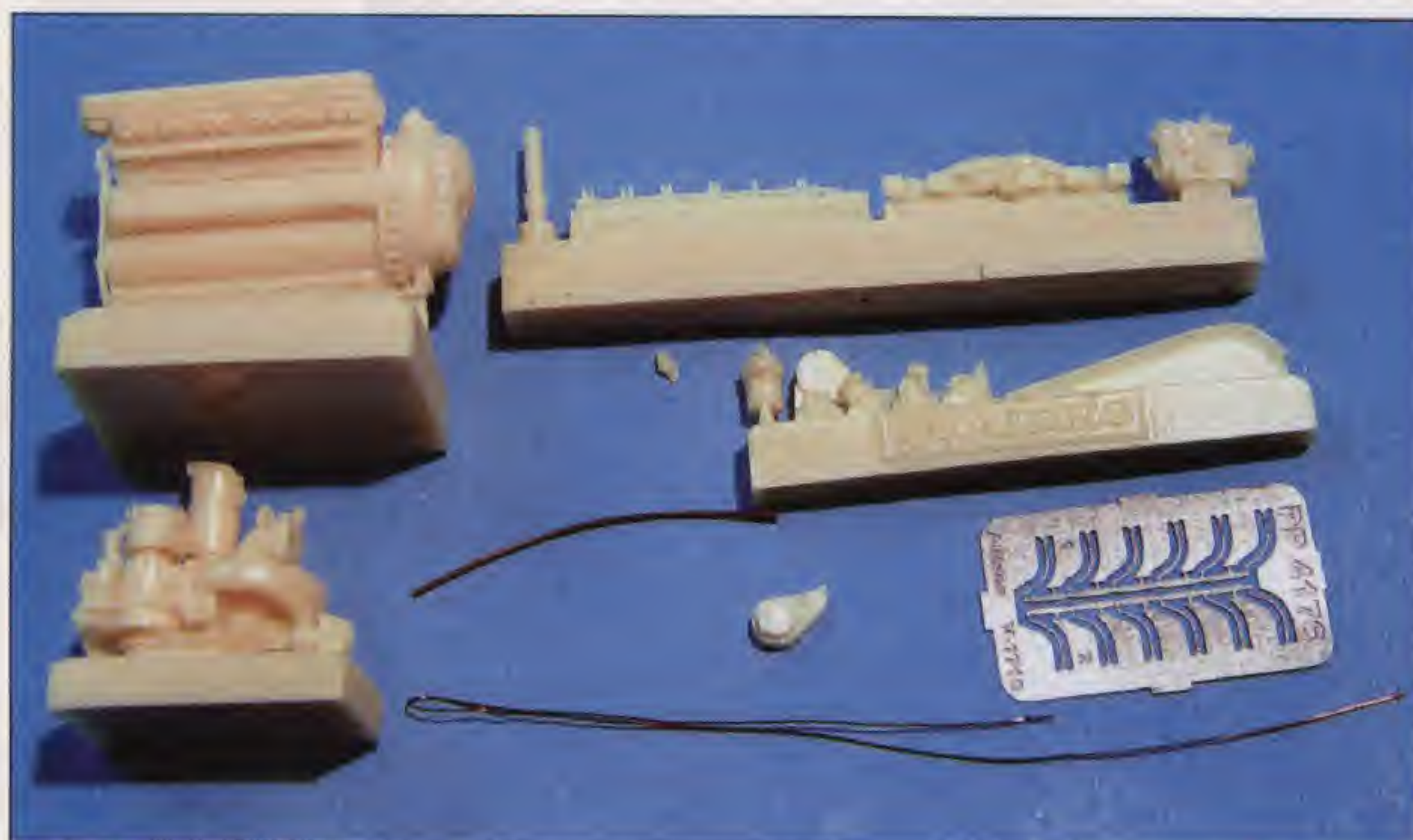
Type: Cockpit Detail Set

Designed for: Hasegawa kit

Price: £5.00



4175 F-8E Crusader Gun Bay (Hasegawa) - Aires



4176 Allison V-1710-89 - Aires

Includes: This single resin piece represents the engine duct visible through the upper decking on the F-8E when the wing assembly is raised

Subject: F-8E Crusader Wheel Bays

Scale: 1/48th

Product No.: 4173

Type: Detail Set

Designed for: Hasegawa kit

Price: £6.70

Includes: This set comprises the nose and main wheel wells as single, highly detailed replacement resin inserts.

Subject: F-8E Crusader Exhaust Nozzle

Scale: 1/48th

Product No.: 4171

Type: Detail Set

Designed for: Hasegawa kit

Price: £6.70

Includes: As the title states, this set offers the jet exhaust assembly for the F-8E as four resin components and an etched piece to replicate the afterburner ring.

Subject: Douglas A-1H Skyraider Wheel Wells

Scale: 1/48th

Product No.: 4174

Type: Detail Set

Designed for: Tamiya kit

Price: £5.00

Includes: This set offers the main wheel wells for the Skyraider and multi-part highly detailed replacement resin components.

Subject: F-8E Crusader Gun Bay

Scale: 1/48th

Product No.: 4175

Type: Detail Set

Designed for: Hasegawa kit

Price: £5.35

Includes: This set comprises both gun bays for either side of the fuselage which are offered as inserts and which will require some surgery to the kit to install.

Subject: Allison V-1710-89

Scale: 1/48th

Product No.: 4176

Type: Accessory

Designed for: See text

Price: £5.35

Includes: This multi-part resin engine is suitable for installation in the Lockheed P-38 series.

1/32nd Scale

Subject: Daimler Benz DB605A/B

Scale: 1/32nd

Product No.: 2007

Type: Accessory

Designed for: See text

Price: £8.40

Includes: This multi-part resin and etched brass engine is suitable for installation in the Messerschmitt Bf 109G series, but unfortunately does not come with any engine bearers!

Conclusion

I know you get fed up with my saying it, but these latest releases from Aires are simply stunning. There is no better way of describing their stuff, the level of detail and quality of casting alone make them well worth having. If you have any of the subject kits to build, check out what Aires has to offer for it.

Our thanks to Aires for the review samples. UK modellers can obtain this range from Hannants and LSA Models.



2007 Daimler Benz DB605A/B - Aires

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AIMS

Following on from our reviews of this manufacturer's first releases in the April edition (See Vol.9 Iss.4) we have received a new batch of samples this month directly from their exclusive UK distributor, Czech-Six Publications.

1/72nd Scale

Subject: Junkers Ju 88A-0
Scale: 1/72nd
Product No.: N/A
Type: Conversion
Designed for: Italeri Ju 88A-4 kit
Price: £8.90

Includes: This set consists of JUMO 211s and wing tips in resin, plus the new canopy, nose and gondola glazing in vac-formed clear plastic by Falcon and new four-blade propellers and spinner and the early style rudder all in white-metal.

Subject: Junkers Ju 88A-1 [Late], A-1 [F], A-5 [Early], A-6 & D-2
Scale: 1/72nd
Product No.: N/A
Type: Conversion
Designed for: Italeri Ju 88A-4 kit
Price: £8.70

Includes: This set consists of JUMO 211s and wing tips in resin, plus the new rear canopy glazing in vac-formed clear plastic by Falcon and new propellers and spinner and the early style rudder all in white-metal. The inclusion of the resin wing tips allows the late A-1 or A-1F to be made utilising the late style rear canopy found in this set

Subject: Junkers Ju 88D-6 Mistel
Scale: 1/72nd
Product No.: N/A
Type: Conversion
Designed for: Italeri Ju 88A-4 kit
Price: £12.70

Includes: This set consists of BMW 801s, wheel wells/nacelles, armoured seat and propeller spinners in resin, Mistel support struts, propeller blades and undercarriage doors in white-metal and a new A-4 style



Junkers Ju 88A-0 (Italeri) - AIMS

canopy and nose glazing in vac-formed clear plastic by Falcon.
This conversion can be used to build a straightforward reconnaissance D-6, or the very rare D-6 Mistel trainer.

Subject: Junkers Ju 88H-1
Scale: 1/72nd
Product No.: N/A
Type: Conversion
Designed for: Italeri Ju 88A-4 kit
Price: £15.20

Includes: This set consists of BMW 801s, wheel wells, armoured seat, fuselage extension plug and rear defence gun in



Junkers Ju 88H-1 (Italeri) - AIMS



Junkers Ju 88A-1 [Late], A-1 [F], A-5 [Early], A-6 & D-2 (Italeri) - AIMS



JUMO 213 'open cow' - AIMS



Junkers Ju 88D-6 Mistel (Italeri) - AIMS



Mk 8 ETC Bomb Racks - AIMS

resin, armoured seat, propeller blades and undercarriage doors in white-metal and a new S-1/T-1 canopy and nose glazing in vac-formed clear plastic by Falcon. The instructions also include diagrams to help you fabricate the anti-shipping radar carried by this rare type.

Subject: JUMO 213 'open cowl'

Scale: 1/72nd

Product No.: N/A

Type: Accessory

Designed for: See text

Price: £6.10

Includes: This set consists of two resin JUMO engine nacelles that are suitable for the AMTech Ju 88S-3/T-31, Italeri Ju 188A or E kits. These nacelles feature gaps for the installation of the 'open' cowl gills supplied in white-metal. White-metal

exhaust and propeller blades (with resin spinners) are also included.

Subject: Do 217/Ju 88/Ju 188 Armoured Pilot's Seat

Scale: 1/72nd

Product No.: N/A

Type: Accessory

Designed for: See text

Price: £1.00

Includes: This resin seat represents the latter style one fitted to the listed aircraft types. AIMS intends to change later production batches of this item to white-metal.

Subject: He 111H-10 Large Style Spinners

Scale: 1/72nd

Product No.: N/A



He 111H-10 Large Style Spinners - AIMS

Type: Accessory

Designed for: See text

Price: £1.00

Includes: This simple little set of two white-metal spinners represents the large style ones seen on the He 111H-10 onwards.

Subject: Mk 8 ETC Bomb Racks

Scale: 1/72nd

Product No.: N/A

Type: Accessory

Designed for: See text

Price: £3.20

Includes: This simple set of four white-metal ETC racks suitable for 500kg bombs. This type of rack was used on the early Ju 88A-4s and are shorter than those found in the Italeri A-4 kit.

Conclusion

Each of these sets is well cast, well packaged and comes with concise yet informative instructions. This range initially set high standards and I am pleased to say that this latest batch is also well up to the mark.

Our thanks to AIMS and Czech-Six Publications for the review



Do 217/Ju 88/Ju 188 Armoured Pilot's Seat - AIMS

samples. All enquiries about this range should be made directly to Czech-Six Publications and all prices quoted above include UK P&P.

CMK

A new batch of two figure sets has been sent directly to us for review this month by CMK.

1/72nd Scale

Subject: RAF Mechanics for Wellington

Scale: 1/72nd

Product No.: F72099

Type: Figure

Designed for: N/A

Price: £3.99

Includes: This set of three figures depicts RAF mechanics working on the engine of a Wellington. Of course they could also be used for a number of other machines, so the choice is yours.



F32081 Japanese Navy Pilots, WWII - CMK



F72099 RAF Mechanics for Wellington - CMK

1/32nd Scale

Subject: Japanese Navy Pilots, WWII

Scale: 1/32nd

Product No.: F32081

Type: Figure

Designed for: N/A

Price: £TBA

Includes: This set of two figures depicts Japanese pilots from the WWII era, both standing in full flying clothing, which would be ideal for posing by your Tamiya Zero!

Conclusion

Both of these sets of figures are beautifully cast and have excellent detail. The facial features of the Japanese figures are very realistic indeed.

Our thanks to CMK for the review samples. UK modellers can obtain this range from Hannants.

Part

The latest batch of etched detail sets from this manufacturer has been sent directly to us by Jadar-Model for review this month.

1/72nd Scale

Subject: Bristol F.2b Fighter

Scale: 1/72nd

Product No.: S72-205

Type: Detail Set

Designed for: Roden kit

Price: £TBA

Includes: This single-fret set offers a new pilot's seat with harness, instrument panel, rudder pedals, control column, priming pump, ammunition drums, a complete framework for inside the fuselage, wheels, control horns, pitot, scarf ring, radiator shutters, propeller boss and windscreen.

Subject: RAF S.E.5a

Scale: 1/72nd

Product No.: S72-206

Type: Detail Set

Designed for: Roden kit

Price: £TBA

Includes: This single-fret set offers a new pilot's seat with harness, instrument panel, rudder pedals, Very pistol, a complete framework for inside the fuselage, control column, priming pump, windscreen, ring sight, propeller boss, wheels, control horns, pitot, upper wing gun mounting rail, rigging attachments and radiator screens.

Subject: RWD.14b Czapla

Scale: 1/72nd

Product No.: S72-205

Type: Detail Set

Designed for: ZTS Plastyk kit

Price: £TBA

Includes: This two-fret set offers ammunition drums, Very pistol, instrument panels, rudder pedals, sidewall details, floor, rear bulkhead, external access panel and grab handle surrounds, control horns, cowling shutters, ring and bead sight, gun ring, wheel hubs, tailwheel hub and details and various external panels for the fuselage and wings.

1/48th Scale

Subject: Gloster Sea Gladiator

Scale: 1/48th

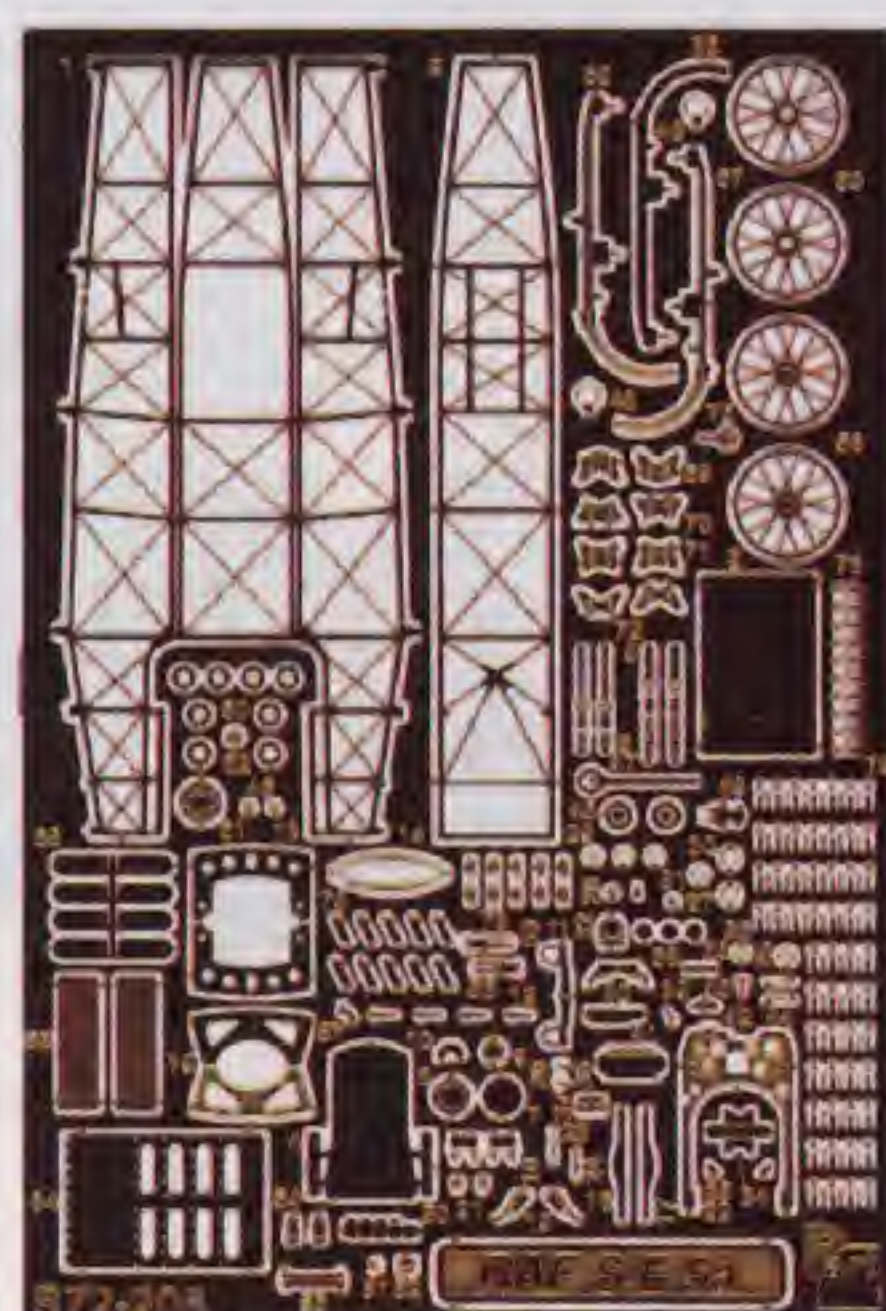
Product No.: S48-119

Type: Detail Set

Designed for: Roden kit

Price: £TBA

Includes: This two-fret set offers a new pilot's seat with belts, instrument panel, sidewall details, rudder pedals, access door, throttle box, rear bulkhead, canopy, wheel hubs, carburettor intake screens, oil cooler



S72-206 RAF S.E.5a (Roden) - Part



S32-007 Airbrakes for MiG-15/Lim-1 (Trumpeter) - Part

shutters, gun barrels, arrestor hook, a full set of flaps and a complete set of rigging wires.

1/32nd Scale

Subject: Airbrakes for MiG-15/Lim-1

Scale: 1/32nd

Product No.: S32-007

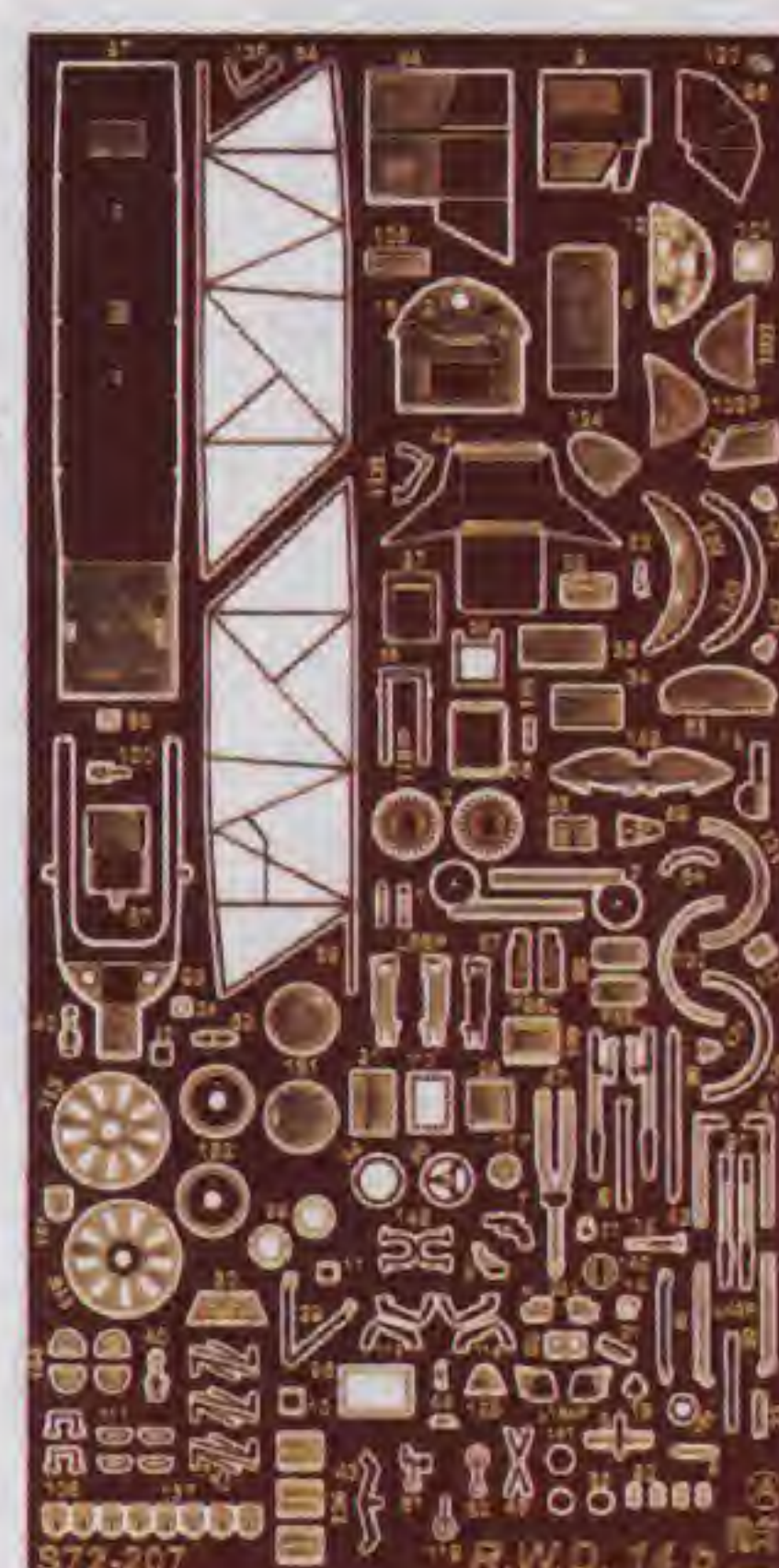
Type: Detail Set

Designed for: Trumpeter kit

Price: £TBA



S32-008 Airbrakes for MiG-15bis/Lim-2 (Trumpeter) - Part



S72-205 RWD.14b Czapla (ZTS Plastyk) - Part

Includes: This single-fret set offers a completely new set of air brake interiors as well as the air brakes themselves

Subject: Airbrakes for MiG-15bis/Lim-2

Scale: 1/32nd

Product No.: S32-008

Type: Detail Set

Designed for: Trumpeter kit

Price: £TBA

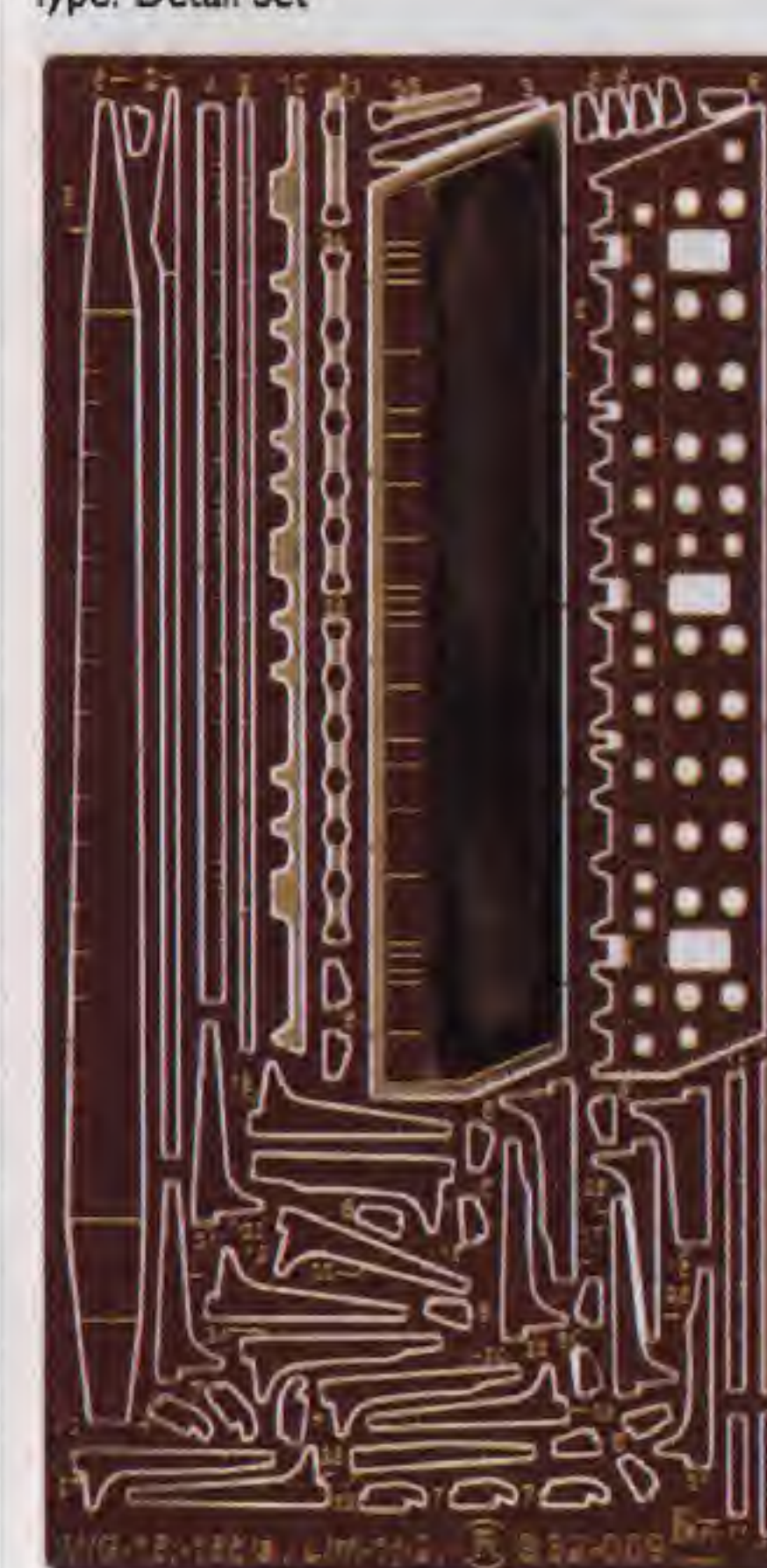
Includes: This single-fret set offers a set of open air brakes for the MiG-15bis and/or Lim-2. These comprise a completely new set of air brake interiors and both early and late styles of air brakes themselves

Subject: Flaps for MiG-15bis/Lim-2

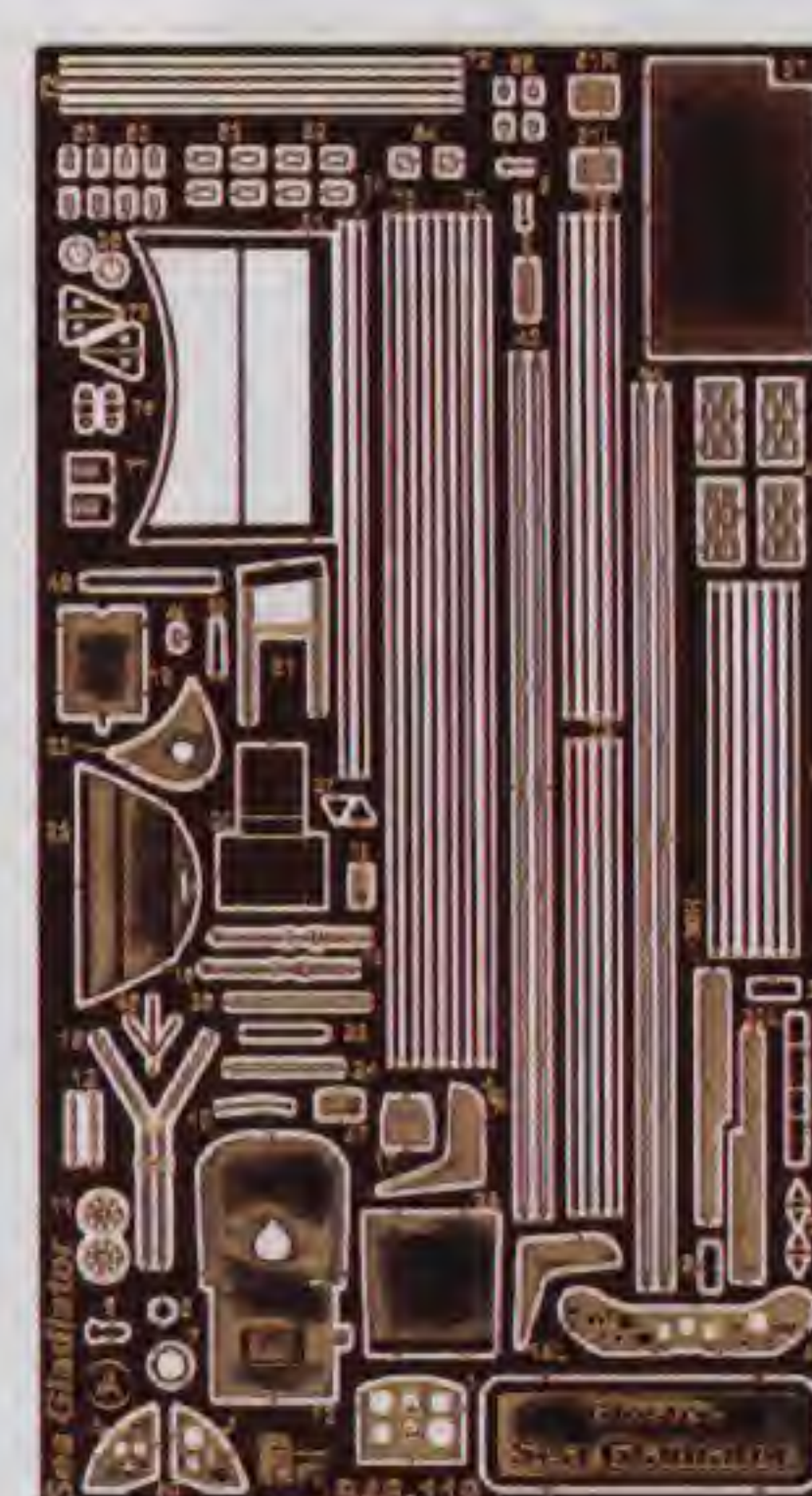
Scale: 1/32nd

Product No.: S32-009

Type: Detail Set



S32-009 Flaps for MiG-15bis/Lim-2 (Trumpeter) - Part



S48-119 Gloster Sea Gladiator (Roden) - Part

Designed for: Trumpeter kit

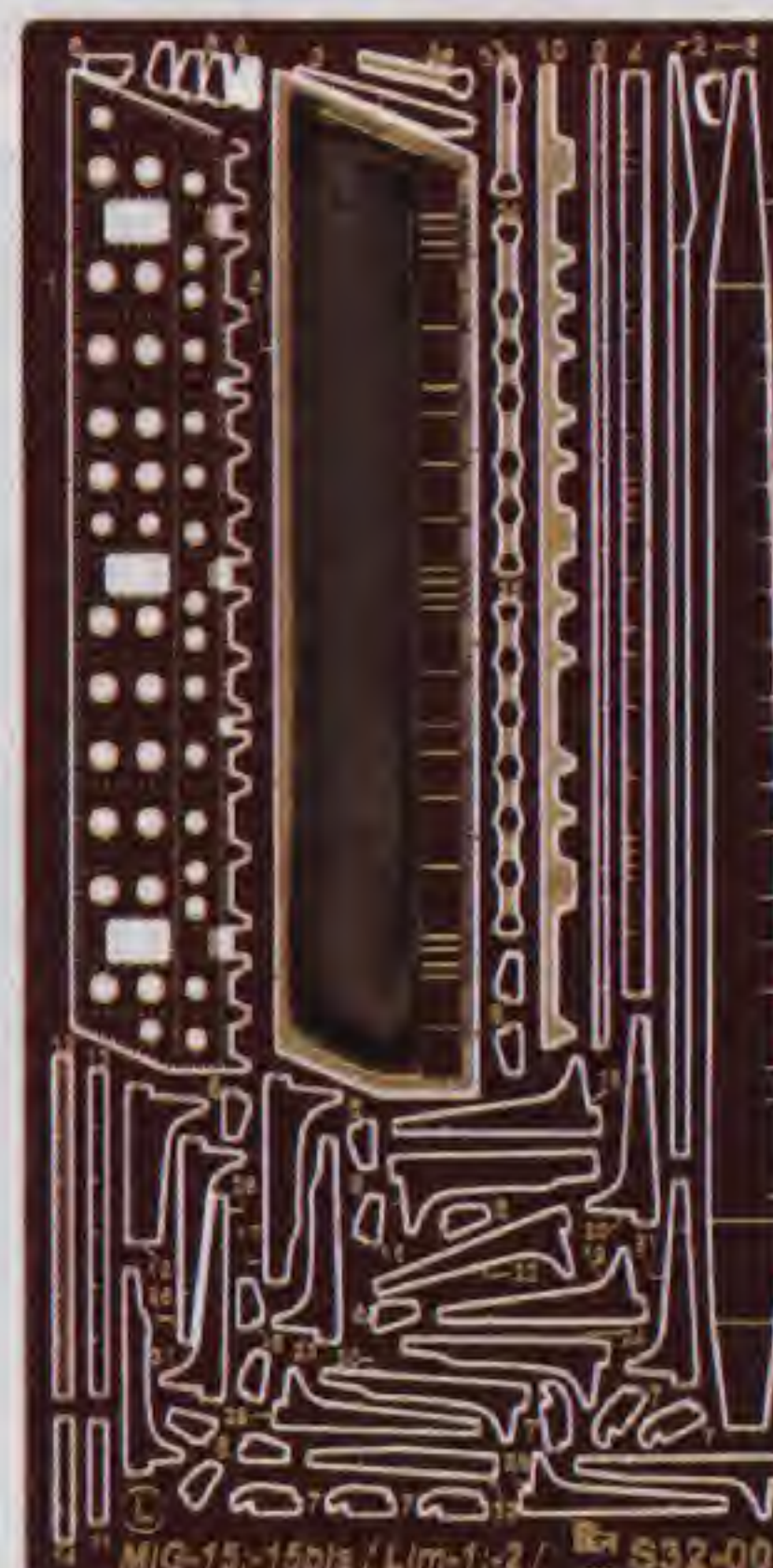
Price: £TBA

Includes: This two-fret set offers a complete set of open flaps for the MiG-15bis and/or Lim-2. These include both the interior or the flap area in the wing, as well as the flaps themselves.

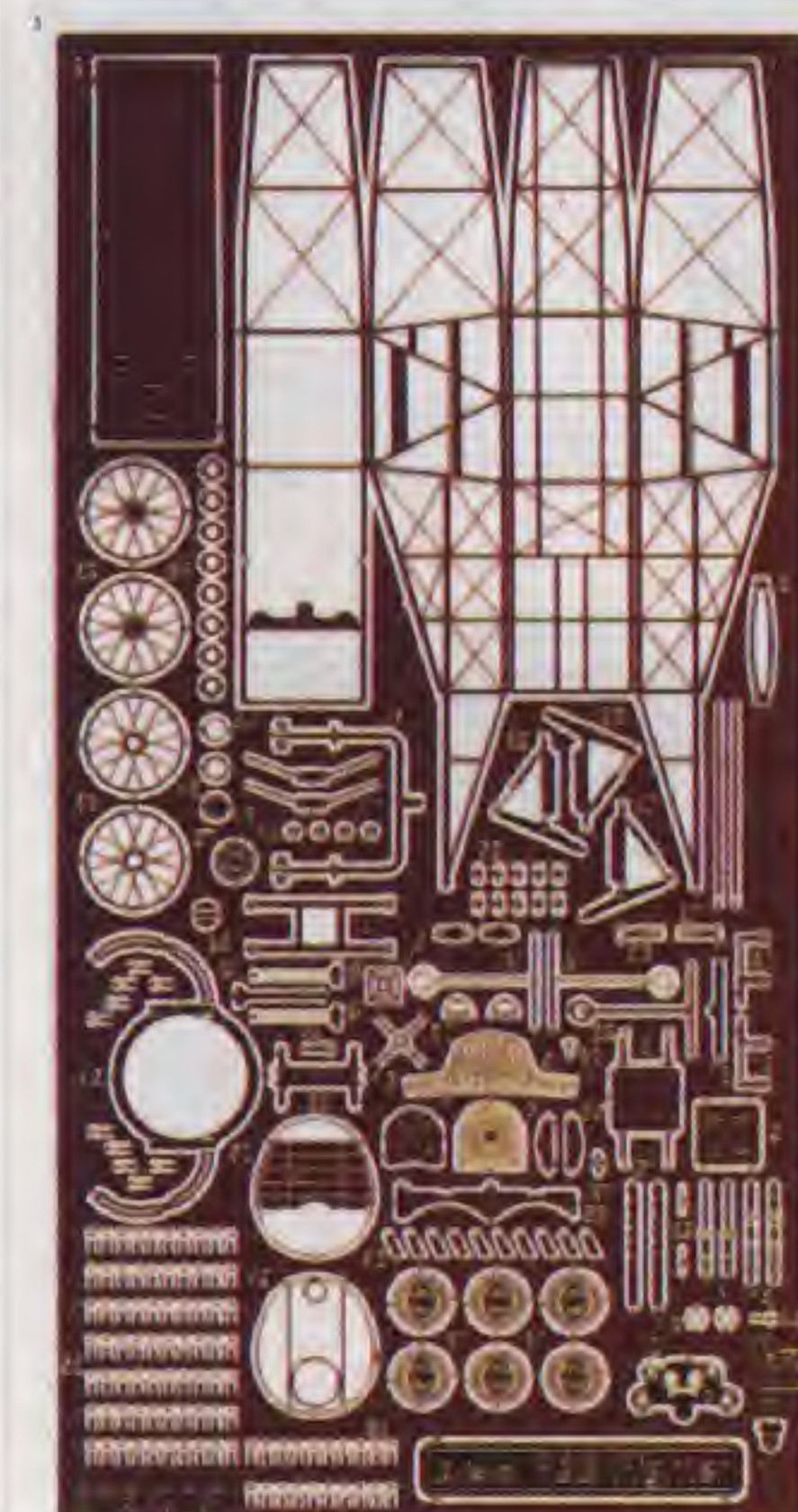
Conclusion

Another excellent selection of new releases from Part. They certainly produce lovely detail sets that are the equal of any other manufacturers' work and they can all therefore be highly recommended to experienced modeller.

Our thanks to Part (Jadar-Model) for the review samples. UK modellers should contact Aeroclub for price and availability of the featured sets.



S32-009 Flaps for MiG-15bis/Lim-2 (Trumpeter) - Part



S72-205 Bristol F.2b Fighter (Roden) - Part



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- 32051 Freedom Hornets Pt. III



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- 48-617 Best Sellers "Marauding Invaders" Pt. III
- 48-621 Early Warriors PZL
- 48-626 Best Sellers "Marauders" Pt. I
- 48-636 Too Little, Too Late Fw 190D-9's Pt. I
- 48-637 Too Little, Too Late Fw 190D-9's Pt. II
- 48-638 Too Little, Too Late Fw 190D-9's Pt. III

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- 32-012 Too Little, Too Late Fw 190D-9's Pt. I
- 32-013 Too Little, Too Late Fw 190D-9's Pt. II
- 32-014 Too Little, Too Late Fw 190D-9's Pt. III



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AeroMaster

The latest batch of releases from AeroMaster has been sent directly to us for review this month.

1/72nd Scale

72-201 American Spitfires Part I

- Mk Vb, EN799, MX•R, 307th FS, RAF Manston.
- Mk Vc Trop, WZ•B, 309th FS flown by Lt. R.J. Connor.
- Mk IX, MK210, flown by Lt. Col. Gustav Lundquist. This aircraft has huge pin-up nose art.
- Mk IX, WZ•HH, 309th FS, flown by Capt. Harry Barr, Italy, 1943.
- Mk IX, WZ•RR, 309th FS, 'Porky II - That's All Folks' flown by Lt. R.J. Connor in February/March 1944.

The decal sheet includes all national insignia for each option plus four sets of stencils.
Price: £8.00

72-202 US Spitfires [Africa & Italy]

- Mk Vc Trop, ER810, MX•P, 307th FS.
- Mk VIII, HL•X, 'Fargo Express', Italy, 1944.
- Mk IX, WZ•JJ, 309th FS 'Lady Ellen III'.
- Seafire IIc, MB113, 6H•B, Operation Torch.

The decal sheet includes all national insignia for each option plus four sets of stencils.
Price: £8.00

1/48th Scale

48-606 Kennedy's Tomcats 2002/3 Part II

- F-14B, BuNo.162924, '114', VF-143 'Pukin Dogs', USS John F. Kennedy.
- F-14B, BuNo.162927, '205', VF-11 'Red Rippers', USS John F. Kennedy.
- BuNo.161433, '200', VF-11 'Red Rippers' (CAG), USS John F. Kennedy.

The sheet includes enough national insignia and stencils for all three options.
Price: £8.50

48-607 Kennedy's Hornets 2002/03 Part I

- F/A-18C, BuNo.164221, '300' (CAG), VFA-126 'Knighthawks', USS John F. Kennedy.
- F/A-18C, BuNo.164212, '400' (CAG), VFA-131 'Wildcats', USS John F. Kennedy.
- F/A-18C, BuNo.164226, '402', VFA-131 'Wildcats', USS John F. Kennedy.

The sheet includes enough national insignia and stencils for all



72-201 American Spitfires Part I - AeroMaster

three options.
Price: £8.50

48-619 Buffalos over South East Asia • Buffalo 339C, B-3110, Netherlands East Indies Army Air Corps, Singapore, 1942.

- Buffalo Model 339-23, A151-10, '307', No.25 Squadron, RAAF, Perth, 1942.
- Buffalo Mk I, AS430, No.4 PRU, Seletar, late 1941
- Buffalo Mk I, WB209, TD•F, No.453 Squadron, RAAF, Singapore, 1941.

The sheet includes enough national insignia for all four options.
Price: £7.75

48-620 P-36 Mohawks over South East Asia

- Mohawk IV, LA164, 'White 6', No.1 OTU, India 1942/3.
- Mohawk IV, BS795, OQ•W, No.5 Squadron, India 1942/3.
- Mohawk IV, AR690, 'E', No.5 Squadron, India 1942/3.
- Mohawk IV, BJ442, 'Y', No.155 Squadron, India 1942/3.
- Mohawk IV, BS790, WPB•, Mohawk Wing (Nos 5 & 155 Squadrons), India 1942/3.
- Mohawk IV, BJ451, 'B', No.155 Squadron, India 1942/3.
- Mohawk IV, AR674 H•, No.155 Squadron, India 1942/3.
- Mohawk IV, BJ454, C•, No.155 Squadron, India 1942/3.

The sheet includes enough national insignia for four options.
Price: £8.00

48-622 Yak Fighters

- Yak-1B, 'White 13', 65 Guards Red Banner Division, 4 GIAD,

Orel-Kursk, Summer 1943.

- Yak-3 flown by Maj. B.P. Baranov, 4 GIAD, Perleberg Aerodrome, Germany, 1947.
- Yak-7B, 'White 31', 897 IAP, 2 AE, Stalingrad, 1942.
- Yak-7B, 'White 45', 65 Guards Red Banner Div, 4 GIAD, 1944.
- Yak-9P, 'Yellow 32', 897 IAP, 1947
- Yak-9T, 'White 85', 66 Guards Red Banner Div, 4 GIAD, 1944-5.

The sheet includes enough national insignia for all six options.
Price: £8.00

48-623 Ki-84 Imperial Hayates Pt III

- Ki-84Ko, 1st Hiko-Sentai, Philippines, 1945
- Ki-84A, 1st Fighter Regiment, 3rd Chutai, Taichung, Formosa, 1945.
- Ki-84Ko, 'Red 071', 52nd Hiko-Sentai, 2nd Chutai, Shimodate, Ibaraki, Japan, 1945.
- Ki-84a, 'White 16', 520th Temporary Interception Regiment, Nakatsu Airfield, Japan, 1945.



48-606 Kennedy's Tomcats 2002/3 Part II - AeroMaster

The sheet includes enough national insignia for all four options.
Price: £8.00

48624 US Spitfires [Africa & Italy]

- Mk Vc Trop, ER810, MX•P, 307th FS.
- Mk VIII, HL•X, 'Fargo Express', Italy, 1944.
- Mk IX, WZ•JJ, 309th FS, 'Lady Ellen III'.
- Seafire IIc, MB113, 6H•B, 'Operation Torch'.

The sheet includes enough national insignia for all four options plus one set of stencils.
Price: £8.00

48-627 F-80s over Korea Part I

- F-80C-10-LO, 49-876, 36th FBS, 8th FBG, Suwon, 1952.
- F-80C-10-LO, 49-591, 80th FBS, 8th FBG, 'Spirit of Hobo' [50,000 sorties], Suwon, 1952.
- F-80C-10-LO, 49-671 'Salty Dog', 35th FBS, Korea, 1950.
- F-80C-10-LO, 49-705



72-202 US Spitfires [Africa & Italy] - AeroMaster



48-607 Kennedy's Hornets 2002/03 Part I - AeroMaster

'Ramblin=Reck=Tew', 35th FBS, Korea, 1950.

The sheet includes enough national insignia for one option plus one complete set of stencils. Price: £10.00

48-628 P-61 Black Widows Part I

- 42-5610 'Midnite Madness', 548th NFS, Le Shima, 1945.
- 42-39454, 'Cooper's Snooper', 548th NFS, Iwo Jima, 1945.
- 42-39405 'The Spook/Anonymous III', 548th NFS, April 1945.

The sheet includes enough national insignia for two options plus one set of stencils. Price: £8.50

48629 P-61 Black Widows Part II

- 42-5527 'Moonhappy', 6th NFS,

Saipan, 1944.

- 42-5526 'Nightie Mission', 6th NFS, Saipan, 1944.
- 42-5528 'Jap-Batty', 6th NFS, Saipan, 1944.

The sheet includes enough national insignia for all three options plus one set of stencils. Price: £8.50

48-630 F-80s over Korea Part II

- F-80C-10-LO, 49-547 'Evil Eye Fleagle/Miss Barbara Ann', 36th FBS, 8th FBG, Suwon, 1951/2.
- F-80C-10-LO, 49-774, 'Strip N' Stare', 25th FIS, 51st FIW, Suwon, 1951/2.
- F-80C-10-LO, 49-806 'Fat Cat', 36th FBS, 8th FBG, Suwon, 1951/2.
- F-80C-10-LO, 49-746, 'Tiger D Flight/Brock Buster II', 16th FIS,

51th TFW, Suwon, 1952.

The sheet includes enough national insignia for one option plus one set of stencils. Price: £10.00

Conclusion

Another great selection of subjects from AeroMaster, all of which are printed to the high standards we all expect. The reissue of best sellers like the Ki-84 and P-61 sheets will certainly please those who missed them first time, while all the new ones are certainly worth considering.

Our thanks to AeroMaster for the review samples. UK modellers may obtain this range from Hannants.



48-619 Buffalos over South East Asia - AeroMaster



48-620 P-36 Mohawks over South East Asia - AeroMaster



48-622 Yak Fighters - AeroMaster



48-623 Ki-84 Imperial Hayates Pt III - AeroMaster



48624 US Spitfires [Africa & Italy] - AeroMaster



48-627 F-80s over Korea Part I - AeroMaster



48-628 P-61 Black Widows Part I - AeroMaster



48629 P-61 Black Widows Part II - AeroMaster



48-630 F-80s over Korea Part II - AeroMaster

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Gauntlet I (2-bladed prop), K4095, flown by the Commander of N° 19 Squadron, Duxford, 1936. Standard finish with medium blue/white cheques on fin, fuselage sides and above top wing; red wheel hubs. Serial in black on fuselage, rudder and below bottom wings; note small unit emblem within a blue shield on fin



Danish-built II-J (2-bladed prop), J-37, Danish Air Force. Aluminium overall all fabric areas, with polished metal panels. Roundels in six positions; J-37 in black on fuselage with J.37 in small digits on rear undercarriage strut



Danish-built II-J (2-bladed prop), N° 38, Danish Air Force. Dark Brown (similar to RLM81), Light Greyish Brown (similar to Panzer Dunkelgelb) upper surface colour with Light Blue Grey (similar to RLM76) undersides. Roundels in six position with the red/white flag on fin/rudder; white '38' high above fin. This aircraft was damaged during the attack on Værlose 4 September 1940, later repaired and stored



Gauntlet II (3-bladed prop), K5362, N° 17 Squadron, Kenley, 1937. Standard finish, with black zig-zag pattern on fuselage and above top wing; black fuselage top decking. Blue wheel hubs; black serial on rudder and below lower wings. Unit emblem carried within a white spearhead on the fin



Gauntlet II (3-bladed prop), K5326, 'B' Flight, N° 32 Squadron, Biggin Hill, 1937. Standard finish with blue bars on fuselage sides and above top wing; yellow spinner and wheel hubs. Serials in black on fuselage (outlined in silver), fin and below bottom wings. Unit crest within a white spearhead on fin



Gauntlet II (3-bladed prop), K7796, flown by the Squadron Commander of N° 46 Squadron, Kenley 1937. Standard finish with red arrowhead marking on fuselage sides (repeated above top wings), red spinner, wheel hubs and tip of fin. Serial on fin and under bottom wing in black; note unit marking on fin within a white spear and rank pennant under the cockpit





Gauntlet prototype J9125 shown with the Jupiter engine replaced by a Mercury unit, housed in a short-chord cowl similar to that of the previous engine (Gloster Aircraft)

The Gloster Gauntlet

by Richard J. Caruana

Overshadowed by its far better known successor the Gladiator, the Gauntlet deserves credit in many ways. Had it not been for the perseverance of its designer, Harry Folland, and the Gloster technical team at Hucclecote, it would have probably never gone into production, meaning that the Gladiator would not have materialised, either. Richard J. Caruana describes its interesting history, and illustrates some of the most colourful schemes it sported during its brief career.

The appearance of the Fairey Fox, built as a private venture and powered by a US-designed Curtis D.12 in-line liquid-cooled engine, sent alarm bells ringing within military aviation circles, especially in the United Kingdom (UK). For nearly a decade since the end of the Great War, Royal Air Force (RAF) fighter performance had remained virtually unchanged – and unchallenged – until 1925 when Fairey's light bomber proved too fast for any fighter to catch.

In April 1936, the Air Ministry, therefore, issued specification F.9/26 calling for a day and night fighter to replace the Gloster Gamecock and Armstrong Withworth Siskin then in service. It called for steel or duralumin construction though, surprisingly, the choice of an air-cooled radial and the installation of a pair of 0.303in guns was rather conservative.

In January of that year, the then Gloucestershire Aircraft Company had been awarded an Air Ministry contract to develop an all-metal version of the Gamecock. This was to be Harry Folland's second all-metal aircraft to be designed and built. Bearing the name of 'Goldfinch', it was entered for consideration, albeit in highly modified form, together with eight other contestants. Folland's fighter was eliminated at a very early stage of the proceedings. Meanwhile, Gloucestershire Aircraft changed its name to Gloster Aircraft Company Ltd on 11 November 1926.

Experience gained from the prototypes that had been submitted spurred the Air Ministry to reformulate its request by issuing two new specifications late in the summer of 1927, F.10/27 for a multi-gun fighter (with a minimum of four guns), and F.20/27 as a high-performance fighter.

Gloster was represented in both categories by its new design, the SS.18 (J9125), powered by the unreliable Bristol Mercury IIA engine which hardly, if ever, provided its manufacturer's claim of 450hp. In its F.10/27 form, it was armed with two Vickers 0.303in guns in the fuselage firing through the airscrew disc, together with four Lewis guns, one mounted under each wing. As for the F.20/27, the wing guns were eliminated in conformity with specifications, and it is believed that it was presented in this form as a private venture.

Of all-metal construction with fabric-covered wings and rear fuselage, the SS.18 was flown for the first time by Howard Saint in January 1929. The fuselage was built up from three sections, the forward section forming the engine mount, the centre section housing the oil tanks, fuel tanks and cockpit, and the rear section to which were attached the horizontal and vertical tail units. The



Left: Gauntlet II (2-bladed prop), K5302, 'C' Flight, N° 54 Squadron, Hornchurch 1936. Aluminium dope overall with adonised metal panels. Red/white markings aft of fuselage roundel; red wheel hubs

Below: Gauntlet II (3-bladed prop), K7815, flown by the Commander of N° 74 Squadron, Hornchurch, 1937. Standard scheme with yellow/black tiger stripes on fuselage sides; red fin, spinner and centre of wheel hub; note command pennant beneath cockpit. Serials in black on rudder and under bottom wing



Gauntlet II (3-bladed prop), K7876, N° 79 Squadron, Biggin Hill, 1937. Standard finish with yellow fin and wheel hubs. Serial in black on fin, fuselage and under lower wings



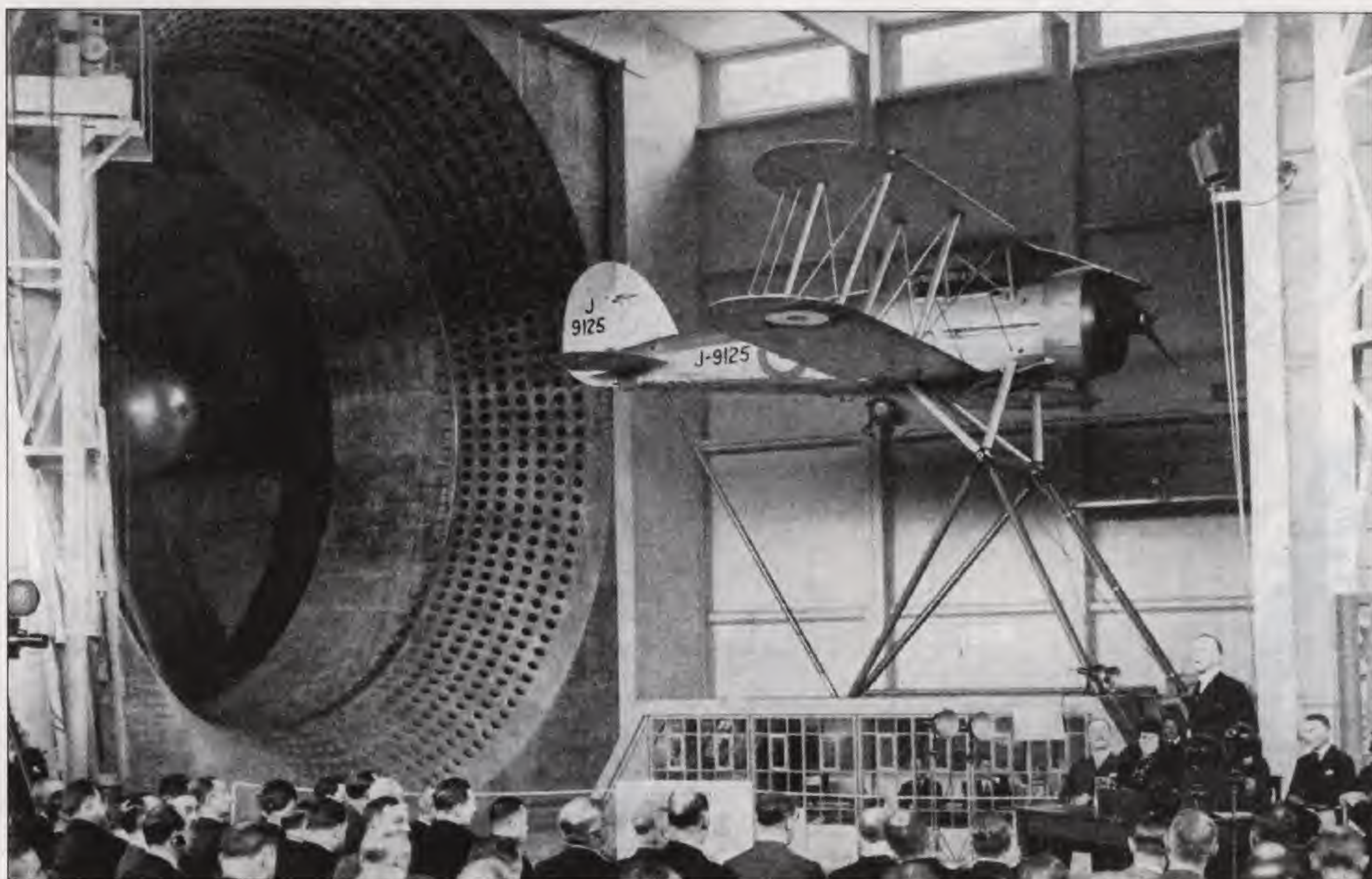
Left: Gauntlet II (2-bladed prop), K5265, N° 111 Squadron, Northolt, 1937. Standard finish with black bar on fuselage and above top wings; blue wheel discs. Serial in black on rudder and below bottom wings. Note squadron crest on fin

Below: Gauntlet II (2-bladed prop), K7810, probably flown by CO 213 Squadron, Sqn Ldr Edwardes-Jones, Northolt 1937. Standard finish, with yellow/black decorations to fuselage sides, top of wings and fin; wheel disks and serials on rudder and below bottom wing in black. Unit's hornet on fin within a white spearhead



Below: Scrap view of presentation style of underwing serial. Top wing squadron markings are as follows (top to bottom, left column first): 175Sqn, 195Sqn, 46Sqn, 32Sqn, 111Sqn, 151Sqn, 213Sqn





J9125's potted history included its use during the inauguration of Farnborough's full-scale wind tunnel in April 1935. By that time, the aircraft had been used for service trials by Nos. 41, 22, 17 and 32 Squadron, and is seen here after having been completed to full production standard (R.J. Caruana Archives)

first two sections were covered by metal panels, most of which were detachable for ease of maintenance, while the third section was fabric covered. The two-bay biplane wings were built around high tensile steel main spars and steel ribs, the whole then being covered in fabric. The fixed wide-track undercarriage was of conventional design, having rubber-block compression legs forward and fixed struts to the rear.

Although J9125 clocked a maximum speed of 183mph in its initial form (without wing guns), problems with the Mercury IIA engine led to the installation of a Jupiter VIIF rated at 440hp for take off; when supercharged, this engine provided 490hp at 8,000ft and 520hp at 10,000ft. It continued to fly in this form throughout 1929, under the new designation of SS.18A, and early the following year performed a short series of trials fitted with an Armstrong Withworth Panther III engine of 560hp, enclosed in a Townend ring. Re-designated SS.18B, it reached a top speed of 205mph at 10,000ft. This engine's extra weight negatively affected the aircraft's climb rate, and although a Panther IIIA was also fitted and tested, power reverted to the Jupiter VII (similarly cowled in a Townend ring) by the summer of 1930, coupled with another change of designation to SS.19.

Gloster's fighter was transferred on 3 September 1930 to Martlesham Heath where its official trials as a six-gun fighter began soon afterwards. The armament arrangement was impressive, to say the least, with the four Lewis 0.303in guns under the wings and the two Vickers 0.303in guns in the fuselage harmonised to converge at 150 yards. They could be fired in pairs so as to rationalise on the 1,600 rounds available, or all together.

All-up weight increased to around 3,520lb, affecting the top speed that went down to

188mph at 10,000ft. Over 60 successful hours of flying were conducted at Martlesham where the aircraft received excellent reports. A problem Gloster was asked to address was the lack of directional stability during dives at speeds in excess of 200mph. During the rest of that year, a series of tests were conducted with modified shapes and areas to the vertical tail surfaces, significantly improving handling during a dive, with speeds of over 260mph being reached without encountering any problems.

By April 1931, the Aircraft and Armament Experimental Establishment (A&AEE) were well satisfied with J9125. However, it appears that the six-gun armament did not find much favour for, later that year, Gloster were instructed to remove the wing Lewis guns and install radio equipment suitable for night-fighting operations. Folland decided to introduce further refinements, such as spats on all wheels, whereby it received the designation SS.19A and returned to Martlesham for full service evaluation. It achieved a top speed of 204mph at 10,000ft, 30mph faster than the Bristol Bulldog then in service. Having suffered serious damage during a forced landing, the prototype was returned to Gloster's and, following repairs, returned to the A&AEE in April of 1932.

Meanwhile, Bristol had ironed out the problems that had plagued the Mercury during its initial development stage, the 536hp Mercury VI proving to be highly reliable and efficient. Moreover, J9125 had reached the peak of its development powered by the Jupiter VIIF. It was also indicated to Glosters that a successful Mercury-powered SS.19 could result in a production order for the type.

So J9125 returned to Martlesham Heath in a new guise (SS.19B) in February 1933, powered by a Mercury VIS, where it performed brilliantly, attaining a maximum speed of 212mph at

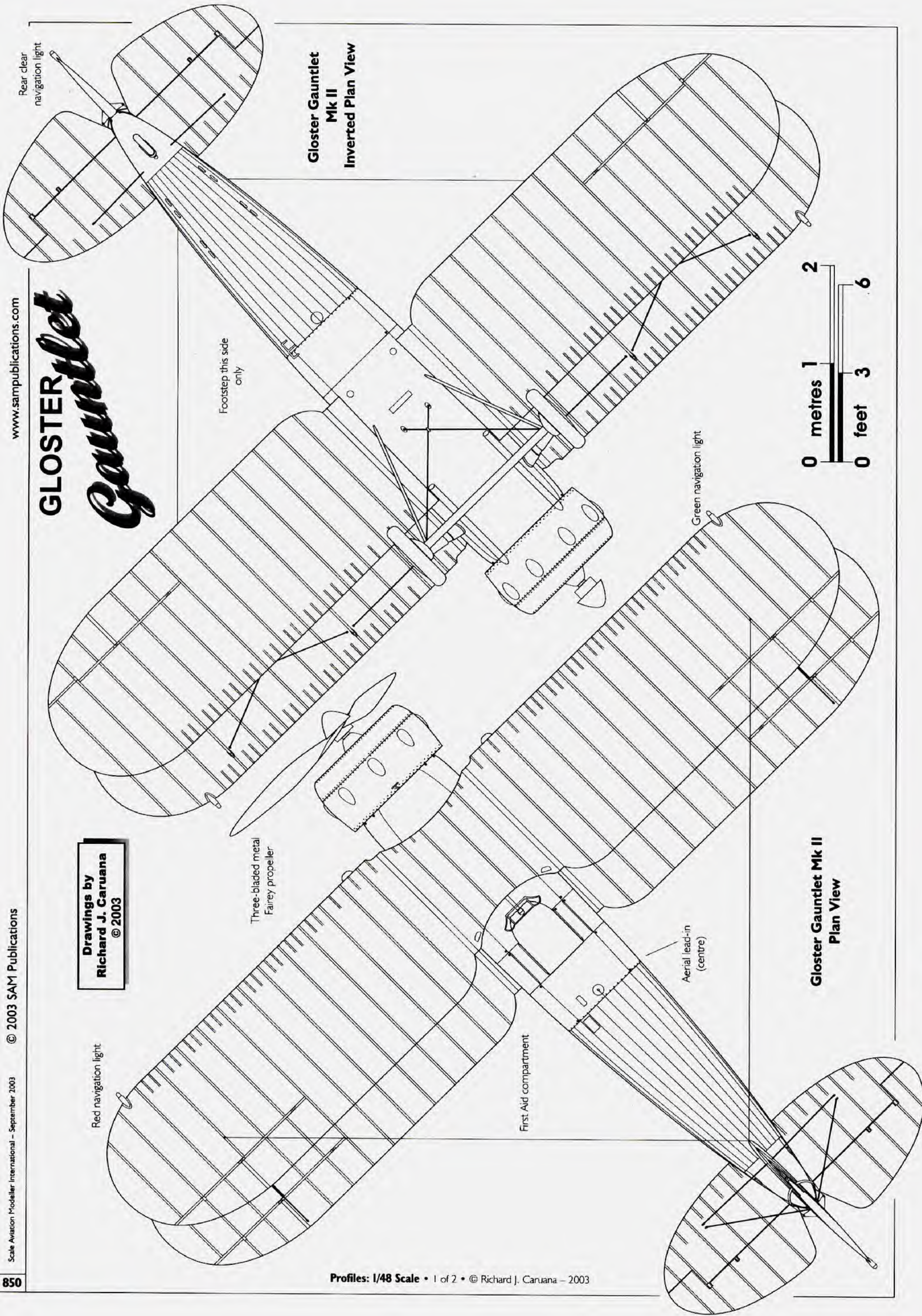
14,500ft reaching 20,000ft in 12 minutes and 15 seconds. Further improvements and tests in August indicated that at an all-up weight of 3,858lb the aircraft reached a top speed of 215.5mph at 16,500ft and climbed to 20,000ft in 11 minutes and 43 seconds. In September 1933, the Air Ministry issued specification 24/33 written around the production-standard version of the SS.19B.

This was followed by an initial order (contract No 28526/35) in February 1934 for 24 aircraft, by that time officially named Gauntlet Mk I (K4081-K4104.). The wheel spats were to be eliminated as they tended to become clogged on soggy grass strips (for some odd reason, K4081, K4082 and K4084 were still delivered with spats!). Furthermore, advantage was to be taken of the higher-powered Mercury VIS2 producing 640hp to be enclosed in a NACA-section cowl with a leading edge exhaust collector ring. Other refinements included the installation of a compressed air RAE Mk IIA starter, Vickers Mk V machine guns, and Dowty oleo legs in place of the original Vickers units.

While J9125 continued in the development of the Gauntlet, the first production aircraft (K4081) was flown for the first time on 17 December 1934 by Gloster's chief test pilot P.E.G. Sayer. After several weeks of test flying at Hucclecote, the aircraft was transferred to Martlesham Heath for official trials. K4086 was delivered to No 19 Squadron on 18 February for service valuation and by the middle of 1935, 20 Gauntlets Mk I had been produced. The first pair to be officially delivered to No 19 Squadron arrived on 25 May, followed by 17 further examples during the following five weeks (the balance being held in reserve at Waddington). So quick and uneventful was the change-over from Bulldog II to Gauntlet, that this unit (the only

GLOSTER Gauntlet

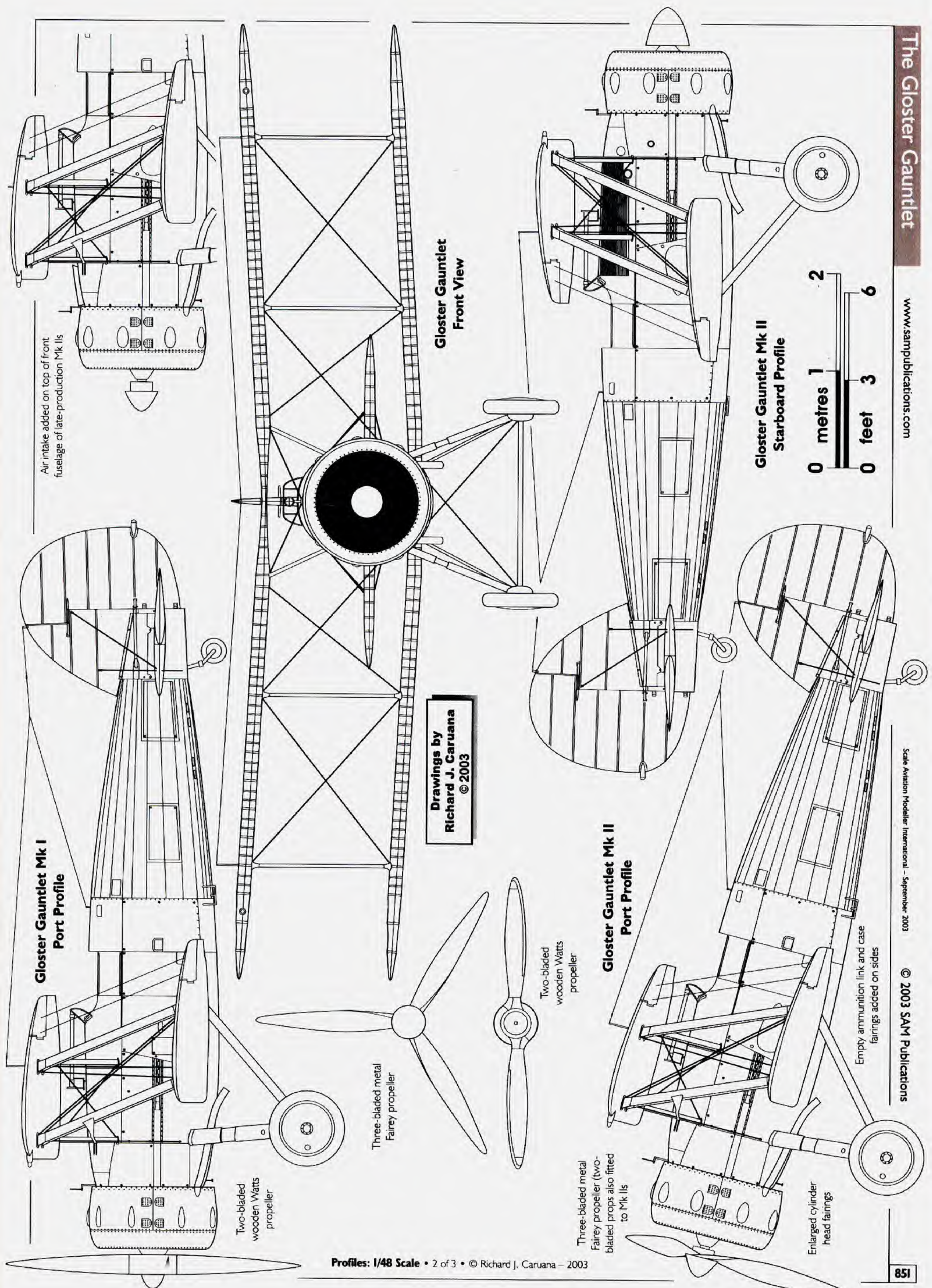
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Gloster Gauntlet
Mk II
Inverted Plan View

0 metres 1 2
0 feet 3 6

Gloster Gauntlet Mk II
Plan View



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Gauntlet II (3-bladed prop), KT-P, N° 32 Squadron, Biggin Hill, September 1938. Dark Earth/Dark Green uppersurfaces with aluminium fuselage (aft of lower wing leading edge) and tailplane undersides. Black underside of port wings (with aluminium ailerons); white underside of starboard wings (with black ailerons); 'B' type markings in six positions (see scrap views far left). Codes in Sky Grey; Yellow spinner and wheel hubs

Gauntlet II (3-bladed prop), RR-K, N° 615 Squadron, Kenley, May 1939. Dark Earth/Dark Green uppersurfaces with aluminium fuselage (aft of lower wing leading edge) and tailplane undersides. Black underside of port wings (with aluminium ailerons); white underside of starboard wings (with black ailerons); 'B' type markings in six positions (see scrap view at left). Codes in Sky Grey

Right: Upper camouflage pattern in Dark Green and Black re. GT-401, Finnish Air Force (see bottom of page). 'Swastika' markings in light blue on a white background in all six positions. Scrap view shows style of underwing colours and markings

Below: Gauntlet II (3-bladed prop), GT-408/3, LeLv 25 Finnish Air Force, 1941. Dark green upper surfaces with aluminium undersides; yellow band around fuselage and underneath lower wingtips. 'Swastika' markings on a white background in all six positions; '3' in white on rudder. Serial (partly painted over by yellow band) in black

Gauntlet II (3-bladed prop), GT-401, LeSk (training unit) Finnish Air Force, 1943. Dark Green and black camouflaged upper surfaces; light blue undersides. Yellow band around fuselage, yellow cowling and underside tips of lower wings. 'Swastika' marking in six positions (over a white background); serial GT-401 in black



Gauntlets Mk I of N° 19 Squadron flying in close formation. K4094 in the foreground is rather unusual in having a spatted tailwheel (R.J. Caruana Archives)

one to be fully equipped with the Mk I) won the Sir Philip Sassoon Flight Attack Challenge Trophy on 3 June 1935 at Northolt. One of 19 Squadron's Flight Commanders, Flt Lt Harry Broadhurst, won the Fighter Air Firing Challenge Trophy at Sutton Bridge in both editions of 1935 and 1936.

The Gauntlet Mk II

Ease of handling coupled with a brilliant performance made the Gauntlet a highly valuable fighting aircraft, and the initial order was soon followed by a second contract (N° 396880/35) placed in April 1935 covering 104 aircraft (K5264 to K5367). During the previous year, Gloster Aircraft Company Ltd had been taken over by Hawker Aircraft Ltd, a deal which included the harmonisation of production methods between the two entities. This meant that the Gauntlet's internal structure had to be revised to conform with Hawker's production methods. Since the Mk Is were well advanced on the factory floor, it was decided not to interfere in the production of such a small batch.

For the second batch on order, however, both the internal rear fuselage and the complete wing structures were redesigned. Use was made of the Warren-girder steel tube side frames for the rear fuselage, joined together with flat fishplates, separated by ball-ended steel-tubes fitting into cup-headed bolts passing through the fishplates. The wings also received the Hawker treatment, being made up from two light-gauge steel-strips, cold-rolled to an octagonal section and connected a single steel plate web. This method was not only simpler to produce, but also much cheaper.

There were also some small external differences, including redesigned cylinder head fairings on the cowlings. Far more noticeable was the introduction of a fairing covering a chute through which empty ammunition links and cases were directed down into a container underneath the cockpit instead of ejecting through holes in the fuselage sides, just above the wing roots, as previously. Although the Watts wooden two-bladed propeller had been initially chosen after tests at Matlesham during the first three months of 1933 on J9125, this was now

exchanged for a three-bladed metal Fairey propeller.

Production of the revised Gauntlet, now known as the Mk II, was taken up immediately and by the time these started leaving the assembly line in September 1935, a continuation order (N° 442477/35) for a further 100 examples (K7792 to K7891) was placed with Glosters.

Deliveries to service units commenced in May 1936 with 12 aircraft each reaching N° 56 and 111 Squadrons based at Northolt to replace their Bristol Bulldogs. Both units, however, remained under-strength for quite some time, as problems with valve gear lubrication resulted in a series of engine failures and accidents. On 26 July, both squadrons participated in a fly-past during the unveiling ceremony of Vimy Ridge memorial in the presence of King Edward VIII.

Six days earlier, N° 66 Squadron was formed at Duxford from a nucleus provided by N° 19 Squadron. This was a time of rapid expansion for the RAF, and a number of new squadrons were formed on the Gauntlet. Among these was N° 151 which was reformed on 4 August 1936 on a nucleus from N° 56 Squadron; it remained with half its complement until March 1938. Also in August, 16 new Gauntlets were flying with N° 17 Squadron, unique in their appearance as they carried their flight colours painted on the top decking of the fuselage, and the famous zig-zag markings on fuselage sides and above the top wing. N° 46 Squadron was next in line, formed from 'B' Flight under the leadership of Flt Lt M.F. Calder.

Other units included N° 54 at Hornchurch and N° 80 at Kenley, both of whom flew the Gauntlet for a very short period of time. To N° 32 Squadron, however, deserves particular mention as three of its Gauntlets (K7797, K7799, K7800) were successfully directed by the experimental radar station at Bawdsey Manor enabling them to intercept an inbound civilian airliner, the first successful radar-aided interception in history. Another Gauntlet unit was formed on 8 March 1937, N° 213, under the command of Flt Lt J.R. MacLachlan at Northolt, moving a short while afterward to Church Fenton to join the newly-formed 12 Group within the reorganised Fighter Command.

N° 79 Squadron was formed at Biggin Hill on 22 March from 'B' Flight, with N° 23 sharing the same station. The last RAF unit to receive the Gauntlet was N° 74 at Hornchurch; quite amusing is the fact that this unit received the Gauntlet in place of the aircraft that had already begun to replace it in service, the Gloster Gladiator! This anomaly has never been fully explained, although it could have something to do with the fact that the majority of its pilots came from N° 80 Squadron, and thus were well acquainted with the Gauntlet.

Gauntlets in Warpaint

By 1938, the few surviving Gauntlets Mk I in use by several squadrons as reserve aircraft were retired from home-based squadrons and shipped to the Middle East. It was also the time when the Gladiator was beginning to equip a substantial number of squadrons, while the Hurricane was making its debut. At the time of the Munich Crisis of 1938, when war in Europe seemed imminent, the RAF still had eight of its front-line squadrons equipped with the Gauntlet (N° 17, 32, 46, 66, 74, 79, 151 and 213).

This marked the end of the shiny silver finish and colourful squadron markings that had characterised the type's first years of service. Camouflage of Dark Earth and Dark Green was painted on the top surfaces. Fuselage undersides remained silver while wings were painted black (port) and white (starboard). National markings were also changed, with the white being eliminated from all roundels. The only remnants from the past were the odd spinner or wheel hubs still painted in flight colours. Another addition was the introduction of code letters. One of N° 79 Squadron's flights was formed into the Night Fighter Flight at Biggin Hill.

Meanwhile a number of Royal Auxiliary Air Force (RauxAF) units began to receive Gauntlets as initial equipment until more modern types became available. These included N° 504, 601, 602, 615 and 616 Squadrons.

At the outbreak of the Second World War on 3 September 1939, N° 616 Squadron was the only



GT-400 in Finnish Air Force markings, rebuilt from the remains of two airframes rescued from a farm. The aircraft is kept at Halli Air Base, the Finnish Air Force Test Centre, and is flown several times a year during air displays (R.J. Caruana)

home-based unit still flying the Gauntlet. However, a number of Meteorological Flights were equipped with the type, including those at Duxford, Aldergrove and Northern Ireland. Although the Gauntlet was retired from such work by the end of 1939, it was still flying with overseas units, such as No 6 Squadron at Ramleh (Palestine) engaged in Army co-operation duties. A small number were also in service with No 33 Squadron at Mersa Metruh and No 112 Squadron at Helwan well into 1940. They were mainly used for training purposes, thus conserving the Gladiators' flying hours.

In August 1940, No 430 Flight was formed from 'D' Flight of No 47 Squadron then based in Sudan, also on Army co-operation work, having received a few Gauntlets on 30 July. They formed 'A' section of the Flight, while 'B' section continued to fly the Vickers Vincent with which the original 'D' Flight had been equipped. First operational sortie for the Gauntlets was a bombing attack against Fort Galabat on 24 August. Flt Lt A.B. Mitchell made the only victory claim whilst flying a Gauntlet (though unconfirmed), when he reported the crash of a Caproni Ca.133 whilst flying K5355 on 7 September 1940.

Under Other Flags

The Gauntlet's performance immediately proved to possess export potential. However, only Denmark sealed a deal with Glosters, when it acquired K4081 (the first production Gauntlet Mk I) and a licence to build a further 17 aircraft. These looked very much like the early production aircraft to leave Glosters, complete with wheel spats. The pattern aircraft became J-21 (construction number 345) and was delivered to the Royal Danish Air Force (RDAF) in 1935, while the first licence-built machine, J-22 (c/n 86) was completed in September 1936. By January of 1938, the remainder (J-23 to J-38) had all been delivered.

Of these, J-26, J-27, J-31, J-33 and J-35 were lost in accidents before war broke out, while J-32

was destroyed during the attack on Værlose of 4 September 1940 at 05.25 in the morning. Other Gauntlets were also damaged during that raid, and after repairs, they went into storage together with the other surviving Gauntlets.

There is little information regarding Gauntlets that went to Rhodesia and South Africa. As for the former, it appears that two Mk IIs (K5347, K7825) were delivered, while the latter received three Gauntlets Mk I (K4088, K4089, K4100) and five Gauntlets Mk II (K5276, K5277, K5330, K7831, K7833).

Four Gauntlets are known to have been passed on to No 3 Squadron, Royal Australian Air Force (RAAF) whilst operating under British command in North Africa, between September 1940 and February 1941. These included K5318 and K7843 (ex-112 Squadron), K5268 (ex-46 Squadron) and K7825. During that period the unit moved from Helwan to Gerawla, then to Tmimi, Matuba, Berka and Benina. It is interesting to note that these Gauntlets were used operationally, especially during the initial Libyan campaign between 9 and 12 December 1940.

The State of South Africa purchased 29 ex-RAF Gauntlets Mk II to donate to Finland soon after the beginning of the 'Winter War'. Of these, only 25 were eventually delivered (K5267, K5270, K5271, K5288, K5293, K5313, K5324, K5326, K5338, K5341, K5352, K5358, K5364, K5365, K7807, K7813, K7826, K7837, K7839, K7857, K8758, K8765, K7867, K7869, K7878) which in Finnish Air Force (FAF) service were re-serialised GT-395 to GT-418. The FAF serials, in fact, account for only 24 aircraft, as it is believed that of the 25 examples shipped, one was probably held in reserve for spares.

The first nine aircraft were shipped to Gothenburg, Sweden, and then assembled at Centrala Flygverkstaden in Malmslätt. Two arrived in Finland on 10 March 1940 followed by a further three on 3 April, and four aircraft nine days later. The remainder were shipped directly to Finland, arriving between 16 and 17 May. Early

users of the Gauntlet within the FAF were LLv 29, beginning in March 1940, LLv 30, LLv34 and T-LLv 35. During the Continuation War of June 1941, there remained 11 airworthy Gauntlets, operated by LLv 25, and later in October they were handed over to T-LLv17 and T-LLv35. By the summer of the following year, surviving Gauntlets were to be found with the LeSK (Air Fighting School). PLeLv 46 appears to have been the last to fly the type (1944-45) as on 15 February 1945 a total of 11 Gauntlets were retired to the Air Depot, the last being GT-396. On 2 January 1950, the type was finally removed from the FAF inventory and those in store were sold for scrap.

A Juuspajoki farmer bought two of these, and used them for various tasks on the farm; the wings, for example, became sheep pens! When word got around in the 1970s of their existence, the remains were bought after having been inspected by Warrant Officer K. Eskonmaa, an instructor at the Air Force Technical School. Under his guidance, a small group of technicians and restorers began the task of putting it back together, displaying some ingenious improvisation in replacing missing parts – the wheels came from a Polikarpov I-16, brakes from a Vampire. The original makers of the bracing wires were able to supply a complete new set. Since no Mercury engine was available, an Alvis Leonidas from a Percival Pembroke was fitted, involving some redesign of the front fuselage. Unfortunately this feature mars the beautiful lines of the original, although it is not very discernible in flight.

GT-400 (ex-K5271) flew again for the first time on 10 May 1982 after some 10,000 man hours of restoration. Major J. Laukkanen performed that memorable first flight, and the aircraft remained at Halli Air Base, the Finnish Air Force test centre. It is flown regularly at air displays. To comply with regulations it was also registered on the civilian list as OH-XGT on 21 June 1982.

Richard J. Caruana



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The Luftwaffe's 'Flying Lighter'

by Steve Evans

The Greif was born out of a Führungsstab der Luftwaffe (operations Staff of the Luftwaffe) requirement known as 'Bomber A', which demanded a maximum speed of 335mph, the ability to carry a 4,400lb bomb load over a range of 995 miles, with the capability of making medium angle diving attacks thrown in for good measure, a tough task in 1937.

Heinkel was given the job and took the radical (and fateful) decision to use the Daimler-Benz DB610 engine which comprised two DB605 V12s combined as a single unit driving a large four-blade propeller through a shared gearbox.

The airframe was aerodynamically very clean with low drag, but performance was below the requirements and even later

models with more powerful engines could only just get over 300mph in level flight. And it was those engines and their associated complex fuel and oil systems that were going to plague the Heinkel throughout its service career, causing innumerable fires, leading the unlucky aircrews given the unloved Greif to nickname them 'Luftwaffen Feuerzeug' (the flying lighter) or 'Reichfackel' (torch). Six of the eight prototypes crashed and many of the 35 pre-production models were written off in uncontrollable take-off swings or engine fires. Even though over 1100 examples were built they never amounted to anything more than an annoyance to the Allies, some of their number even suffering the humiliation of being used as transports during the siege of Stalingrad.

The kit

The Greif comes in Revell's usual 'post-box' style cardboard box with some decent artwork on the front and four detail photos of a completed model on the sides, it also says "skill level 5" which is as tricky as Revell get (photo 2). And at first glance it does look tricky.

There are 234 parts on eight sprues, seven grey and one clear. They are well moulded with very little flash and a commendable amount of fine detail work. Revell have come a long way in raising the quality of their newer kits and this one is no exception with cleanly cut recessed panel lines (maybe a little too deep in places) in quality plastic, so first impressions are favourable, apart from one glaring omission: no swastikas on the decal sheet. Come on guys, I know this

model was made in Germany and the crooked cross still has political connotations, but it is annoying to have to resort to aftermarket decals or paint your own (which can get a bit tricky) to finish the kit. (Unfortunately Revell have no option but to omit the swastikas from their kits, as the image is banned in many European countries, including Germany! - Ed.) Other than that the decals are quite good with fine details in perfect register and colour density (photo 3).

Instructions

The instructions for this kit aren't in a sheet, they come in a book! It's A4 size and has twenty-four pages. Page 1 has a completed model photo accompanying a short history and the technical specs. Pages 2, 3 & 4



are warnings and the 'read before you start' kind of stuff in no less than 18 languages (does anyone actually read that bit?). Pages 5 & 6 are a parts viewer with the unused items greyed out. Page 7 gives you a key to the symbols used in the construction stages which start on Page 8 and there are 64(!) stages to get through. Pages 21, 22 and 23 are the paint and decal application instructions. There are two versions included, one from 4./KG100 at Château Dun in 1944 and one from 2./KG100 at Bordeaux-Mérignac in late 1944. Phew! Now we have got past that lot, let us begin.

Construction

As usual, it's the interior first which gets a coat of dark grey, trying to make sure I get all the little bits on the various sprues. Once that was

dry a wash of black was applied to give a bit of depth before a dry brush of light grey to raise the details. Then it's on to detail painting of the seats, seat belts, instrument panels and so forth. The kit's level of detail in these areas is good so it's just a question of keeping the paint on the right bits of the mouldings and a satisfactory result is easily achieved (photo 4). Once everything has had some time to dry thoroughly a coat of matt varnish is applied and the instrument dials (don't forget the bits on the clear sprue like I did) are picked out in gloss. Job done.

As you can see from the photographs (photos 5 & 6) there is quite a bit to stuff into the tubular fuselage and it all requires several dry runs before committing any glue to the joints, but once the

interior parts are trimmed and fettled to fit it snaps together quite nicely.

The bomb bay was going to remain closed so there was no need to paint its interior and both it and its doors slotted together well. Once dry the whole fuselage needed only minimum filling, trimming and rubbing down to get a good result.

Whilst the fuselage was taped up drying, I moved onto the wings which slot together well with some nice detailing around the engines (photo 7). At this point I elected to do both the little Fritz X missiles and the propeller spinners. The spinners have the usual German spirals and I for one can never get the decals to sit tidily, but I gave it a go (you can see the one I chopped out of the decal sheet in photo 3) before binning it and resorting to

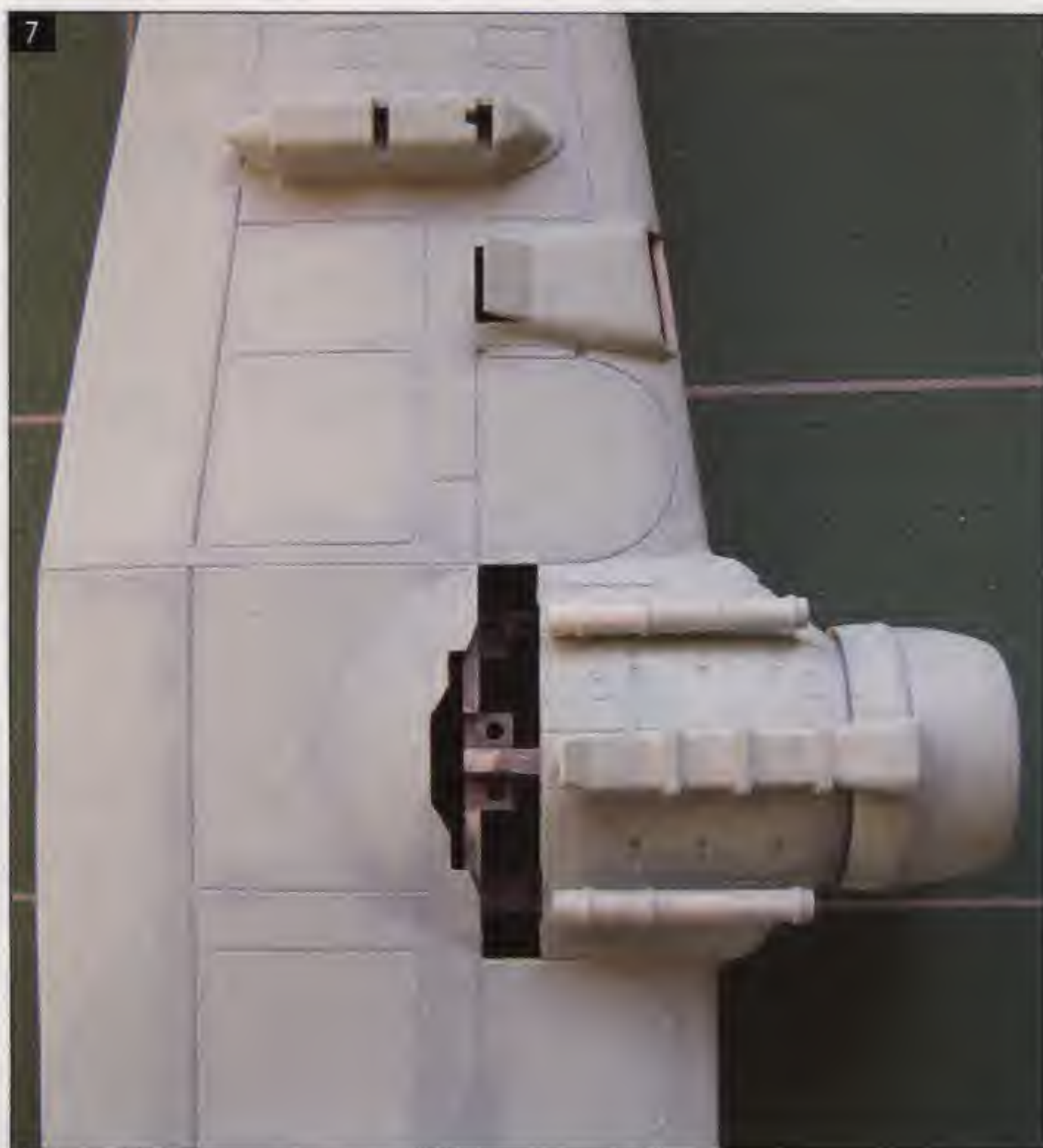
Heinkel He 177A-5 'Greif'

Scale:	1/72nd
Kit No:	04616
Price:	£12.99
Panel Lines:	Recessed ✓
Status:	New Tooling ✓
Type:	Injection Moulded Plastic
Decal Options:	2
Manufacturer:	Revell AG
UK Importer:	Revell AG (UK Branch)

painting them on by hand. The propeller blades were painted black-green and a few chips added to their leading edges, they were then set aside to be added later.

Fritz X

Ooh, those little Fritzs! The missile has a very intricate tail section and this was one area where Revell didn't get it quite right. Running right through the middle of the little vertical pieces on the tail, there



was a mould joint line that didn't quite match up, leaving a horrible, misaligned raised flash line, which required some intricate file work to clean up. Also the nose section of the warhead wouldn't sit onto the body of the missile resulting in a huge gap all the way around the joint (photo 8) requiring removal of a large step on the interior joint faces. Otherwise they look good when they are made up with some excellent detail on the stub-wings.

According to the write-up the missile is 3.26m long with a span of 1.35m. The model scales out at 3. m long and 1.3m span, so it's as close as my measuring will get.

Construction Again

Back to the construction of the Greif, and after a bit of trimming it was time to fit the wings and tail

units. Here came a pleasant surprise, it all fitted together perfectly, not a trace of filler had to be used on any of the joints (photo 9) so it really was utterly straight forward, lovely.

With the big bits set aside to harden I turned my attention to the undercarriage. Well moulded and detailed they required minimum trimming before paint and after a black wash, a bit of dry brushing and silver, the struts look good. The wheels and tyres again are moulded with nice detail and painted up well (photo 10) and have a good chunky look to them.

With the main assembly now dry I fitted all the smaller detail parts, the exhausts, aileron and elevator hinges, the doors and hatches etc. I also masked up and fitted the transparencies as I like to paint with them on to give a better 'built-in'

look. But I don't fit all the really small detail bits such as the radio aerials and pitot tube as I have an awful tendency to snap them off as I'm working.

A final once-over to make sure everything is in place and it's on to paint.

Painting

The bloke I was making this model for (Dai, bless him) decided he wanted it to be in KG 100's overwater disruptive pattern of RLM 02 (grey-green) and RLM 73 (green) upper surfaces with RLM 65 (light blue) lower, which is option 1 on the painting sheet and the one displayed on the box.

I always paint the undersides first and a couple of coats had a nice even colour, to be followed by picking out the panel lines with a slightly darker

blue tone (USN FS36375) (photo 11) (sorry about the poor photograph, but it was taken late at night under artificial lights). Then a bit of basic enhancement with various pastel shades to give some exhaust stains and general grubbiness (photos 12 & 13).

Once that was thoroughly dry it was out with the masking tape and time to start the upper surface. Two coats of RLM 02 was the easy bit, then came the horror: that camouflage pattern! A couple of hours of careful pencilling followed to get the pattern in place before any paint was applied (photo 14). I used two main references for the patterns: 'Warplanes of the Third Reich' by W Green and 'Warplanes of the Luftwaffe' by Grange Books, which has an excellent three-view colour plate of the Heinkel by Ian





Wyllie (photo 15). It took several hours of painting with the RLM 73 but I finally got a reasonable result (photo 16). Once again I picked out the panel lines with some darker shades and applied some heavier pastel work around the flight controls and the engines.

After the whole thing had been set aside to dry overnight I gave it a coat of clear varnish (photo 17) ready for the decals.

Decals

The markings went on very well. The quality of the decals is good, and as mentioned before, they have fine register and density without being too thick, and with a couple of swastikas courtesy of Xtradecal it was soon looking good. The walkway markings and the little stencils however I didn't use as they

were just too fiddly, instead I opted to put them on by hand using a couple of very fine markers.

The only real complaint I have is that the code letters, H & M in this case, were a little bit too large, they should have been a bit skinnier, but that really is a nit-pick (photo 18).

Finishing

So it was time to add all the little bits I'd left off (and some not so little bits). These included the mass balance weights, the radio mast, undercarriage units and doors and those funny little coolant vent pipes that stick up on the engine nacelles. Oh, and the pitot tube on the port wing, which I immediately managed to snap. Doh!

Once everything had hardened off I gave it a couple of coats of matt varnish, removed all the

masking from the transparencies and fitted the aerial wires (made from 1lb fishing line). Job done! (photo 19)

Accuracy

The model has a span of 43.2cm and a length of 30cm which scales up to 31.10m and 21.6m respectively. My sources quote a span of 31.44m and a length of 22.00m for the real thing which makes the model 4mm short across the wings and 5.5mm short over its length. This is next to nothing in this scale so it's not a bad effort and the way it sits on its gangly undercarriage looks just right.

Conclusions

What can you say? Revell are trying hard these days to produce quality kits at reasonable prices and on the

evidence of this effort they are doing a fine job. Notwithstanding a few gripes about the fit of some of the smaller detail parts and the sometimes over-complicated way they seem to like to put things together, this is an excellent kit, well worth the money and effort to make. I don't know if any other manufacturers makes a He 177, in this scale (Only Airfix ever has and that was 30+ years ago now! - Ed), but they'll have to try hard to better this one.

Mrs Revell, you can be proud of your little boy, he done good.

Thanks to Dai Willis for the kit and his enthusiasm.

Steve Evans

References:

- Warplane of the Luftwaffe by David Donald, Grange Books
- Warplanes of the Third Reich by William Green, Galahad Books

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Cute Little AT-9 Jeep

by Frank T. Cuden

One of the highlights of the modelling world is meeting new modellers. Sometimes, those meetings turn into friendships. Two years ago, through an email and subsequent telephone call, I had the opportunity to make a new modelling contact which turned out to be just that, a new modelling friendship. To make a long story short, about a year ago, I received another phone call from my new-found modelling friend, indicating an interest from him and his wife to visit our humble abode. Plans were finalised and the short visit took place. Of course my children, being products of the 21st. Century, cautioned me about making new acquaintances via phone and the net, indicating that my visitors could be, in their words, "Internet Killers!" Suffice to say he and his wife became fast friends of ours and the relationship has continued since. Ah, the caution of youth! One of the by-products of their visit was his presenting me with the 1/72nd scale

Pavla kit of the AT-9 'Jeep' or 'Fledgling' as it was sometimes called, as a gift. What's the old saying about beware of someone bringing gifts? Obviously, not of the top-notch 'shake and bake' quality of some of today's kits, it nonetheless piqued my interest and a few months after the visit, work commenced.

What looked like a fairly easy kit turned out to be a bit more than that. If you've read some of my earlier articles, you will know that I can never seem to build a kit as it comes out of the box, and this one was no exception. Looking at the pieces of the kit, I was impressed with the etched set accompanying the plastic. Nice little touches were there in the form of control wheels, wheel hubs and recognition light housings to name but a few. Thinking about what I would do, I began by deciding to cut open the cockpit doors, reasoning that such a step would add to the overall effect of the finished model. In photo 1, I've cut out the port cockpit door and am about to embark on the



starboard one. Keep in mind that the overall wing span of this model is only a little over 6 inches! In photo 2, I've added some detail relief to the door insides. Another friend of mine provided a set of Paul Matt plans for the AT-9, which showed a lot of detail in the three-view line drawings. Those plans really helped with the location of various bits and pieces, so thanks, Ken! In the photo, I've added a map case on the starboard door interior as well as another small panel. I would later detail-paint the lot.

The wing halves are seen in photo 3. Note the moulding plugs left behind after the pieces were formed. It was a simple matter to remove

those with a hobby knife, followed by a little wet 'n dry paper. In photo 4, I've begun cutting out the area from the forward part of the engine-housing cowl. That was necessary due to the location of the landing gear legs. The small circular piece would hold the landing gear leg at the front of the engine housing. Reasoning that to retract, the leg would have to fold backward and up into the well, there had to be a path for the leg to follow. Unfortunately, the Paul Matt plans did not include an underside view, but my logic would seem to be sound, therefore, the cuts were made. I also decided to rib the upper parts of the gear wells. I used some .002 plastic rod which gave the well some depth and detail. In photo 5, one can see the end result and in photo 6, the detail is shown prior to the gear strut cut being made. Small circular panel line indentations are given on both lower wings and those are for the retractable landing lights. In photo 7, I've drilled and bevelled out the appropriate-sized hole.



Alongside, safe in a small plastic bag is one of the MV Model Railroad lenses I would use for those lights at the end of the project. Beginning with the cockpit, photo 8 deals with the rather sparse interior. I elected to use True Detail's generic US Navy bucket seats. Even though this was a US Army Air Force aircraft, I felt the seats would look good in the cockpit. Pavla provides the plastic floor and bulkhead as well as the centre console and metal etched covering. Bending the single piece to conform to the plastic console was a relatively easy task. Small side resin detail for the console is also visible. I added some plastic strip to the cockpit walls, visible in photo 9 as well as some resin generic cockpit details I had on hand. Using thin plastic, I cut and shaped a piece to represent a door leading from the cockpit to the aft fuselage, with a small doorknob added for good measure. Pavla provides two very nice etched control wheels and columns; however, they were grossly exaggerated in size so my

spares box yielded two small ones that would work perfectly.

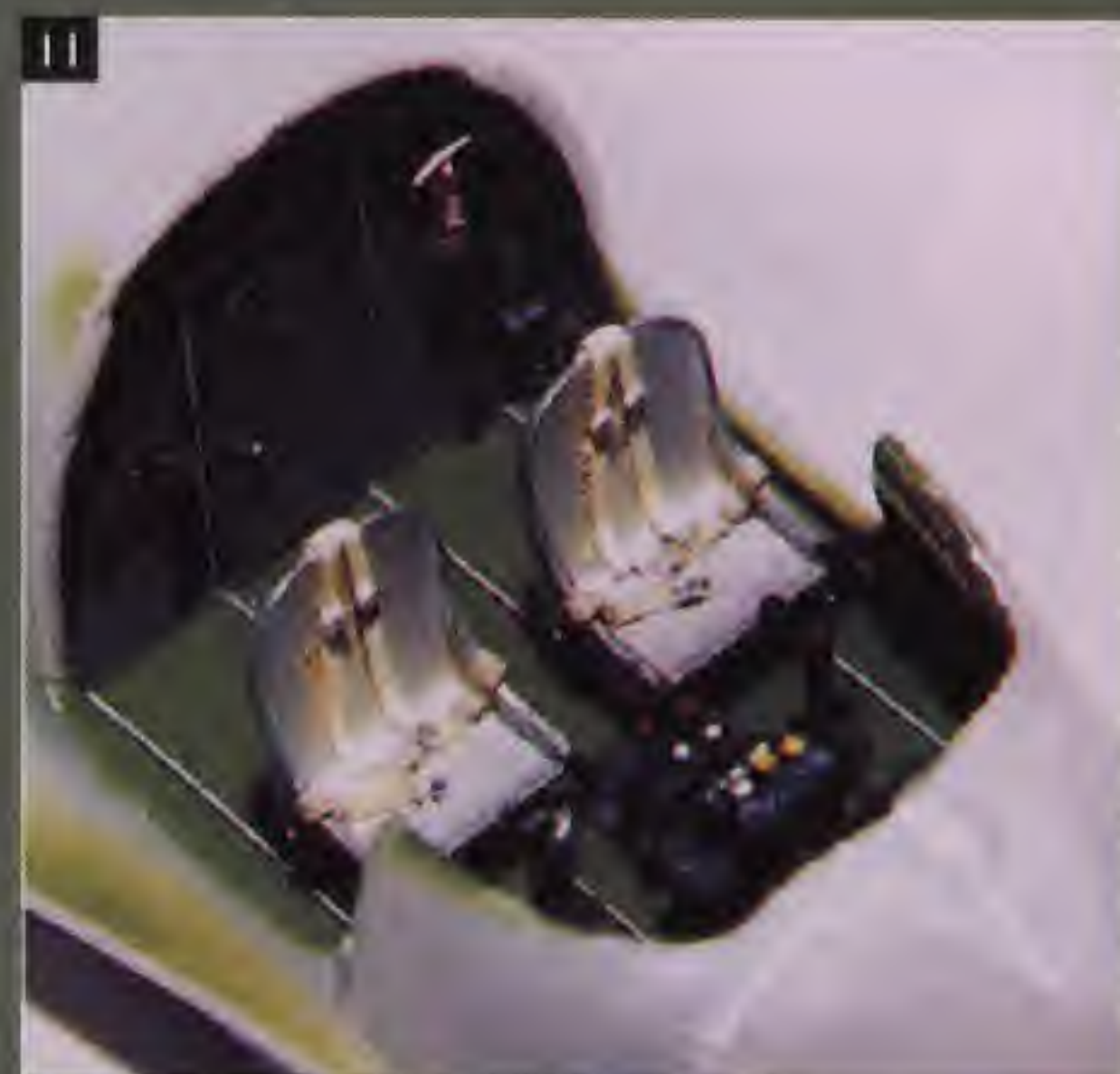
Photo 10 shows additional detail that was added to the cockpit insert. Some floor bracing was put in along with a wall-mounted fire extinguisher, throttle and mixture levers added from sprue and white glue for knobs and a couple of wires leading forward from each control column. I also used the thin rod to make a frame around the cockpit entry/exit door in the aft bulkhead. Anything to dress the sparseness of the pit. Photo 11 shows the completed cockpit mounted in the fuselage halves. A little filler was needed on the seam just forward of the cockpit, but that was minimal. Another view of the cockpit is seen in photo 12, showing the kit-provided etched instrument panel. I used the usual method, placing individual Reheat instrument dials in the holes and I followed that with a clear coat on the individual dials. Cutting up bits of warning stencilling, I added a few pieces to the instrument panel. A little yellow/black and red/white

stencilling really adds to the detail of the panel. There is a small sinkhole at the port trailing edge wing root and that has been filled and sanded in photo 13. A rather simplified landing gear leg attachment is seen in photo 14. The circular plastic pieces were to be mounted in the aft end of the engine cowlings. The triangular holes in the bottom of the cowlings would later accept the engine intakes. No locating pins or ridges were given in the kit, so when I added the landing gear assemblies, I had to make sure everything lined up properly. Also note the grooves inside the cowlings. To accommodate the resin kit-provided engines, I had to use a Dremel tool chucked with a grinding bit to thin them out. I did sand the engines a bit but didn't want to lose the individual cylinder heads so I resorted to thinning out the cowlings.

Having installed the triangular engine intakes, two small exhaust pipes had to be added in the aft end of each cowling and they are visible in photo 15. I made them from small

plastic tubing I had on hand. One of the resin engines is seen in photo 16. I've added the collector ring as well as the individual spark plug wires. Maybe my effort was an exercise in futility in this scale, however, the end result was worthwhile. Both engines painted and mounted in the cowlings are shown in photo 17. I decided to paint the spark plug wires in a dull brownish red as seen on some World War II aircraft engines. Adding the oil sump drains also helped with the detail on the engines. The wings, engines, gear and cowlings have been attached in photo 18. I had to gently sand the insides of the cowling leading edges, as there was a slight ridge on them. The insides of the cowlings were sprayed with Testor's ModelMaster Interior Green.

Photo 19 shows the propeller bosses and mounting pins as they came in the kit and photo 20 shows how I remanufactured them. Using the resin blades as provided in the kit, I made new propeller bosses from plastic rod of the proper diameter. I





then made the forward extensions and added a slightly larger 'cap' in front. Counter-balances were made by simply slicing thin pieces of plastic rod and gluing them in place; they can be seen in the photo. The blades are butt-joined to the prop boss and await paint. In photo **21**, the completed blades along with paint and decals are shown. I airbrushed them using Floquil Bright Silver. Using 'The Detailer' black wash, I went around the various connecting pieces to give some depth to the propellers. The end result was quite pleasing.

The canopy came next; it is provided as a vac-form piece in the kit and given that I had removed the doors, I also had to remove the side windows from the piece. In photo **22**, I've masked off the framing after having masked and painted the inside overhead windows. These were tinted green to act as a heat reducer in the cockpit. I simply masked off the windows and sprayed them with Tamiya Clear Green, which was thinned with lacquer thinner. Gently

spraying them gave me just the right amount of green. One can see the green panels better in photo **23**, and in photo **24**, the spraying is complete. Pavla provides an overhead radio gear piece in the kit and after painting and installing it, I added a microphone cord from small twisted wire, painted black.

The wings are ready to be mated to the fuselage in photo **25**, and in photo **26**, the job is complete. Notice the rather simple lines of the little trainer. Photography and lighting eliminate the recessed panel lines, however they are indeed there and very much in scale. The underside of the model at that stage is shown in photo **27**. The horizontal tailpieces were a simple butt-join and using Tenax-7R, everything held quite well. I substituted a tailwheel assembly from the spares box and both it and the kit wheel are shown in photo **28**.

Modifying the spares box wheel assembly, I drilled a hole in the aft under fuselage and installed the part (Photo **29**). The part I chose had a

little more detail than that offered in the kit. Notice also that the wheel assembly was turned to starboard a bit. What was to become a bit of a problem is shown in photo **30**. The kit main wheels are moulded nicely and Pavla offers wheel hubs on their etched fret. Each hub had four dimples to represent attachment points. Well, I may as well 'fess up now! Having installed the hubs as per the photo, I decided to hand-paint the wheels and hubs. Big mistake! Hand painting them required two coats and the second coat got lumpy on me, thereby creating an unsightly surface. Using a kitchen product, Easy-Off Oven Cleaner, I soaked the wheels and hubs for about 15 minutes in the cleaner. That took the paint off beautifully, however when I rinsed off the wheels, one of the etched hubs went with the solution and removed paint right down the drain! Not to be outdone, I drilled four small depressions in the hubs to represent the mounting lugs and this time, sprayed the tyres. Painting the hubs with Floquil Old

Silver did the trick as no brush marks remained. A very small dot of black paint into the drilled depressions gave the illusion of the mounting bolts for the hub. I mean, we're talking 1/72nd scale here and the AT-9 was not a very big aircraft!

Just prior to mounting the canopy in place, I took a photo (**31**) from directly in front; a very simple view of a very simple front end. In photo **32**, I've glued on the canopy (white glue so as to not fog the clear windows) and am in the process of filling and sanding the windscreen-to-fuselage joint. The aft end had already been dealt with. Placing a thin strip of Tamiya masking tape around the base of the windscreen shielded that area from any potential scratches or marks. I used typewriter correction fluid to fill the seam and gently sanded everything with 400-grit wet 'n dry paper.

A quantum leap has been made in photo **33** as the entire model has been masked and sprayed with a coat of Floquil Old Silver. That colour is not too shiny nor too dull – just right!



One of the attributes of using Floquil for a natural metal finish is its durability. None of the masking tape brought up any paint when I removed it and it would not show fingerprints from frequent handling. So there it was, all ready for the additional finishing steps. Note also the pitot tube that I installed on the port outer wing. Using Mimeca tubing, I was able to superglue an appropriate length in the wing leading edge after drilling a small hole.

In photo **34** I've masked and painted the cowlings with a base coat of Testor's white enamel. The elevators and rudder have been also masked and sprayed with a coat of Floquil's Platinum Mist, yet another 'silver' colour in their range. Between the three, Bright Silver, Old Silver and Platinum Mist, a full range of 'silvers' could be attained. No two natural metal schemes I do are the same in that I'm always looking for something better. Not having had a chance to use the relatively new 'Alclad II' product, perhaps that will be used for a future

project. One of the nice things about Floquil is that there is no need to prime the model surface before adding a finish coat.

The anti-glare panel has been masked along with adjacent areas prior to spraying on Olive Drab in photo **35** and in photo **36** I've masked off the wing leading edges prior to spraying on a coat of Platinum Mist. The underside masking job is shown in photo **37**. I had previously stuffed the wheel wells with tissue to keep out overspray. Also note the small tailwheel turned to starboard. I elected to simply mask over the engine intakes, as they would be silver after the cowling colouring was completed. I did wind up with a small line at the edge of the white but a careful sanding with 3600-grit wet 'n dry paper removed it.

The inside quarters of the upper cowlings were also Olive Drab on the particular aircraft I was modelling and in photo **38** I've masked and sprayed them. Photo **39** is taken from

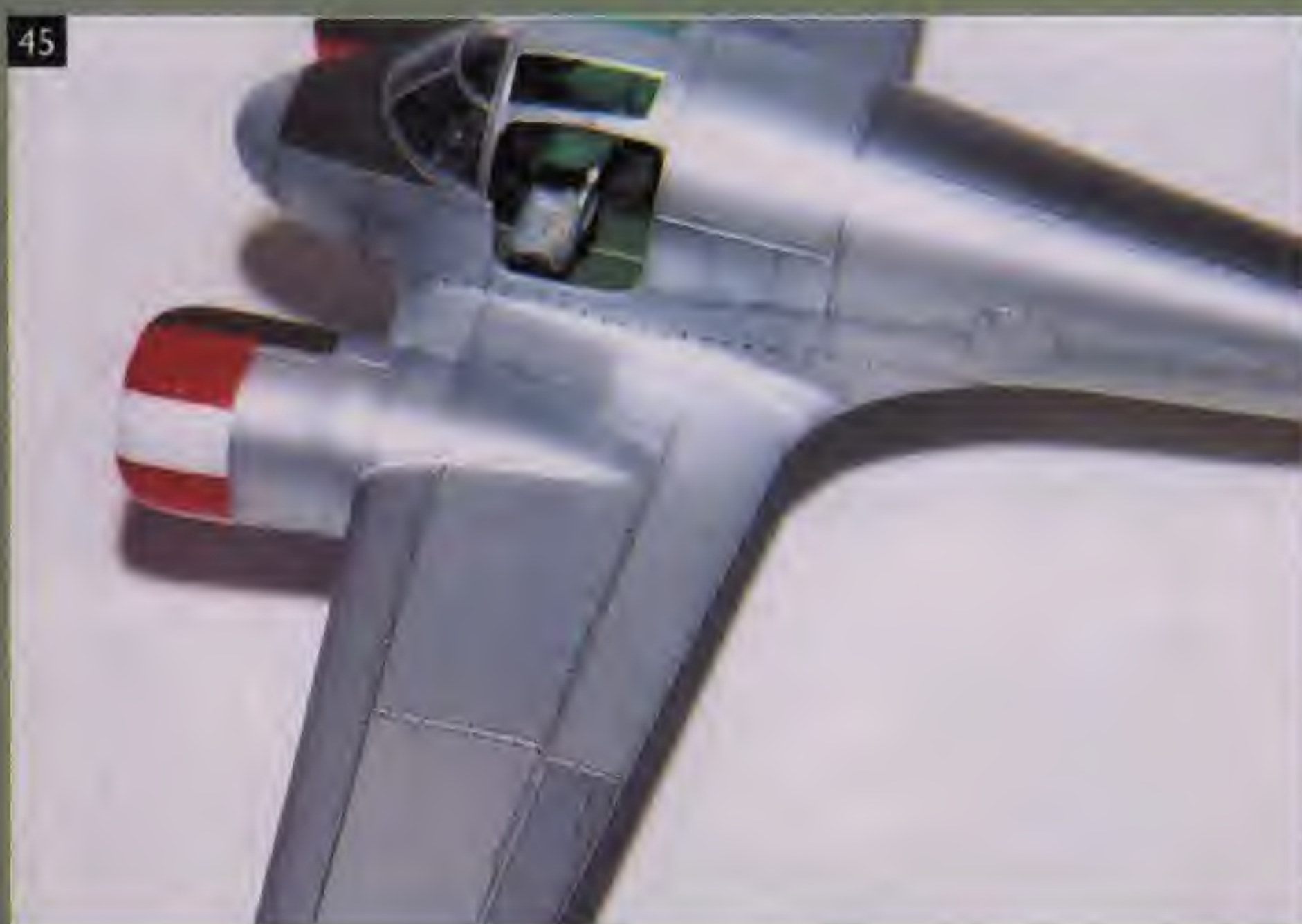
the starboard side and one can see the sheen attained by using the Old Silver colour. Compare that photo to the next one, **40**, where the wing inboard panels have been given a coat of Platinum Mist as have the ailerons and dorsal spine area on the fuselage. In addition, using my artist's 2B drawing pencil, I've gone along each recessed panel line thereby making the panel lines show up a lot better than in the previous photo.

A bottom view is given in photo **41**. One can just see the three etched recognition light housings just aft of the wing on the lower fuselage. Someone at Pavla did his or her homework and I thought it to be a nice touch. I would later fill them with the appropriate colours. As this particular AT-9 had red and white striped cowlings, the painting and masking process is visible in photo **42**. As a hedge, I elected to use typing paper as an additional mask, thereby reducing the amount of masking tape that would come into contact with the finish. To get the proper separation in

striping. I cut a piece of masking tape in a thin strip and ran it from one edge of the Olive Drab anti-glare panel, around the entire cowling to the other edge of the Olive Drab; carefully slicing it exactly on the demarcation lines, I then removed the tape strip, measured its length and divided by seven, the number of both red and white stripes. That measurement came out to be 7/32nds of an inch, so individual strips of tape were measured exactly that wide, put down, burnished, sprayed and the red stripes were completed.

Photo **43** shows the red immediately after the spraying process. Once the tape was removed, I could see that everything came out fine as is evidenced in photo **44**. At that point, an idea hit me square between the eyes. Looking at the box art, I noticed the artist had taken time to draw in tiny rivets on either side of each panel line over the entire aircraft. Thinking back to my early days as a line boy at a local airport, I remembered the BT-13 that was flying







from that grass strip at the time. All the panel lines had rivets on either side and with time and wear, the rivets appeared to be black, much like the box art. Some time ago, MicroScale produced an A-7D Corsair sheet in 1/72nd scale. At the bottom of the sheet were four or so lines of rivet decals. Two strips were composed of tiny little circles, which represented dzus fasteners, and the remainder was just tiny black dots to represent rivets. I had used some of them in an earlier project and having had the foresight to get hold of several of those sheets, I reasoned that I just might have enough to do all the panel lines on the AT-9.

Call me crazy if you will, but once I decided to begin the extra work, there was no turning back and the end result was entirely worth the effort. In photo 45 I've begun the work and the small dzus fasteners can be seen as a line of dots at the wing root fairing. Perhaps less noticeable are the small lines of rivets heading toward the wingtip on the rear-most panel line

forward of the aileron. Some later close-up photos will enhance the view.

The port upper wing national insignia decal is visible in photo 46. By this time all the riveting work had been completed. Yes, it was tedious and each strip as applied was only about an inch long to allow for final adjustment, but the overall effect is quite in scale. Even though I ran the 2B pencil point into each panel line, the rivets on each side further enhanced the overall view. I've completed the underside riveting in photo 47, have removed the tissue from the wheel wells, added the Tamiya Clear Red/Green/Yellow to the recognition light depressions, added the under wing recessed landing lights using the trusty MV Model Railroad lenses, painted the tailwheel and continued on with the final decal process.

In photo 48 everything is complete sans doors, propellers, wheels and antenna mast and wire. I've added the wing walks from ScaleMaster black striping decals.

The red/white cowls really set off the model at that stage. Cowling, nose and tail serial numbers came from various decal stock I keep on hand. In photo 49 I've added the re-done wheels and have placed two small solid black decal circles where the cockpit entry steps would be mounted later. The antenna mast was provided as an etched metal part, however, it looked to be too thin so I made another from a little thicker plastic sheeting, (Photo 50). If one looks carefully, one can see the very thin antenna wire stretched between the mast and upper fin of the model. Good old Dai-Riki ultra thin fishing line to the rescue once again. Although somewhat of a shallow view, the intakes under the cowlings have been painted in at this point. I also flattened the mains a bit and getting them precisely where they should be proved to be a trying experience in that I wanted everything to line up and yet have the flattened area exactly on the surface. As luck

would have it, after two attempts, everything worked!

The doors and propellers are on in photo 51. The Paul Matt three-view plans showed two small hoist rings on the inner wing top surfaces. One is just visible outboard of the black wingwalk. A rear-view was taken to produce photo 52. Although the Floquil Platinum Mist-coloured panels look significantly darker in the photo, they, in reality, do not appear in such contrast. The photography and lighting gremlins again! Note the etched boarding step at the base of the fuselage/wing starboard side. Although quite fragile, a tiny spot of superglue safely secured them in place.

The port side is visible in photo 53. Small wing-tip navigation lights were added using the Premiere Plus #PP001 Navigation Light set. The set contains clear, red and blue/green plastic lights that are suitable for both 1/72nd and 1/48th scale models. What I really like about the product is the blue/green tint of the



starboard light. That is as it should be. Most real navigation lights had that blue/green tint to them and these proved to be spot on. Photo **54** is a port view of the finished model. Also note the small diagonal silver strip in the cabin window. On the prototype, that forward slanted section folded inward so I represented that with a thin silver ScaleMaster decal stripe.

The finished underside view is offered in photo **55**. Note that the intakes/exhaust pipe fairings have been painted silver. The close-up in photo **56** reveals the rivets a bit better. The four small holes drilled in the wheel hub are seen after having been touched with a very small dot of black paint. The port wing hoist ring can also be seen. I purchased those in the model railroad section of a hobby shop some time ago. A few diameters are available in the packet and as they came attached to a stem, just drilling a hole and gluing them in proved to be a simple process. I painted them red as can be seen.

The red passing and recognition light in the nose is visible in photo **57**. I had originally intended to use a small red MV lens, however during the fury of the build process, it decided to take up residence elsewhere, never to be found! So, drilling a small depression with the pin vice, I simply filled it with Tamiya Clear Red and when dry, coated it with clear. The small circular shapes on the rear cowls are oil filler caps. I added them using sheet plastic and a Waldron Punch and Die set. Just visible below the port entry door is a red decal circle, which I added to represent the fuel filler cap. Amazing what those Matt plans revealed! In addition, the rivet decals are quite visible on the windscreen frames. The white dot just behind the antenna mast is an insulator I added using white glue. The other white dot behind the insulator is a clear white light, which also came from the Premiere Plus light set.

Photo **58** is a close-up overhead shot of the cabin and engine nacelles. Notice the green overhead tinted windows reflecting on the cockpit seats below – just like the prototype! A good view of the rivets, hoisting hook and fuel filler cap is offered in photo **59**. I added two small diameter rods behind the seats to act as braces, reasoning that the seats would not be just placed on plinths in the real aircraft. I added two small black circles to the propeller bosses. Two of them were also added to the front of the intakes to appear as intake holes. Oleo scissors were made from scrap plastic and added to the gear legs. Even though this kit is in 1/72nd scale, adding all those little details greatly enhanced the overall appearance of the model.

The rivet panel line effect appears as panel lines on the finish. Comparing this photo to the close-up photos shows the effect I was looking for. Interestingly, when I told a good friend of mine that I was applying the tiny rivet decals to each panel line, he

subsequently began referring to me as 'The Rivet Fairy!' I had no idea such nomenclature would ever be applied to me!

Overall, I was quite pleased with the outcome of this build project. I understand that CollectAire has released a 1/48th kit of the same aircraft, however the journey in plastic in 1/72nd scale was enough for this modeller. I'd easily recommend this kit to anyone wishing to have a representation of the AT-9 in his or her collection. Rather obvious is the 1940's look of the overall design. Certainly not sleek by today's supersonic standards, the AT-9 played a very important role during World War II.

I would like to thank Pavla for releasing the kit. I would never have thought the modelling world would someday see a kit of this important little training aircraft. In some regards, it certainly was a 'Fledgling'

Good modelling to you!

Frank T. Cuden

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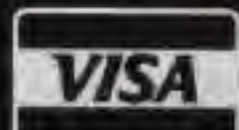
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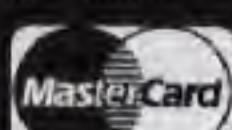
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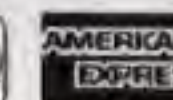
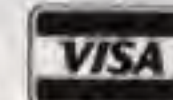
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Sweet Cat

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The FM-2 Wildcat was the culmination of the Grumman designed F4F Wildcat created to turn the tide of the carrier air war in the Pacific. By the time the last one rolled off the production line in May 1945 a total of 4,437 had been delivered, making it the most numerous Wildcat variant to see service.

The type featured a smaller but more powerful air-cooled radial engine which lead to small design alterations to the nose and tail of the aircraft. Further changes were made to weapons load, oil cooling as well as general lightening of the airframe. The Wildcat served in all theatres of operations, from the outbreak of Japanese-American hostilities in 1941 until the defeat of the Axis powers in August 1945.

The kit

Sweet have produced an absolute gem of a kit, in each small, cartoon covered box there are two kits, along

with decals to complete both aircraft in various guises. The two kits are moulded in blue and grey plastic respectively with clear styrene canopies supplied for both.

Starting out

Start by removing the rudder, trim tabs, ailerons, elevators, access hatches, and inner wing (wing fold to body) from the grey kit by paring back the plastic carefully until reaching the respective panel lines; the radio bay access panel was first drilled with a small drill inside the panel lines in order to pop out a small disk of plastic so this process can start. After this is completed turn to the blue kit, and working in reverse, pare back the surrounding plastic to leave a blue rudder, ailerons, elevators, access hatch and outer wings (wing fold to wingtip). When complete the modeller should be left with the following: grey fuselage halves, grey upper and lower inner wing sections, grey engine parts, grey prop, undercarriage,

wheels (main and tail), chocks, and grey trim tabs. From the blue kit you will have the rudder, ailerons, elevators and outer wing halves.

The canopy requires the use of both kit items as you need to cut each in such a way that you can sand each item back to give you a separate front glazing and sliding canopy. The sliding section of the canopy requires thinning so it can be placed on the spine of the aircraft, to display the open detailed cockpit. This can be done by filing the inside of the canopy with a small oval Swiss file and then by wrapping various grades of micromesh around the file to bring back the transparent nature of the glazing. All that is left to do to complete the glazing is to hand paint it with a 00000 brush (as can be seen from the photographs a difficult task).

Scratchbuilding

The cockpit, radio bay, pitot tube, wing fold, machine gun bay and dinghy bay require scratchbuilding.

General Motors FM-2 Wildcat

Scale:	1/144th
Kit No:	14103
Price:	£8.40
Panel Lines:	Recessed ✓
Status:	New Tooling ✓
Type:	Injection Moulded Plastic
Components:	Plastic 29 (Blue), 29 (Grey), Clear 2
Decal Options:	5
Manufacturer:	Sweet Aviation Model Div.
UK Importer:	Arba Products

The cockpit was created with 20thou sheet styrene, 'O' and 'U' shaped channel and square section rod. An invaluable tool in this process is a 'chopper' (a guillotine that allows plastic to be cut in uniform lengths and angles). Small sections of rod were cut and placed on the inside of the fuselage halves to give an impression of cockpit equipment and controls. The seat was created by taping two thin sheets of plastic together, then cutting them in the shape of the side profile of the seat. This done the plastic pieces were separated and a piece of curved





sheet plastic was placed between to create the back and base of the seat. Trim tab actuators were made from thin slivers of 'O' shaped channel, the joystick was made from shaped, stretched sprue. The base of the cockpit was made from sheet styrene and the rudder foot channels were made from 'U' shaped rod. The reflector gunsight was made by punching out a thin disc of clear styrene with a Historex Agents circular punch and dye set. The cockpit control panel was shaped to fit, painted black, and then I punched out small discs from a white sheet of decal film and placed them to represent the dial faces. The seat harness was made from painted brown gummed paper.

The radio bay was made by making stringers with thin rod, the radios were created from various lengths and thicknesses of rod and the dial faces were made as for the dial faces in the cockpit. Control cables were very thin wire. The pitot tube was made from shaped

stretched sprue.

The wing folds were sanded on a forty-five degree angle, filled with Milliput and once hardened, small lightening holes were drilled in it and ribbing was created with small equal lengths of thin square section rod.

The machine guns were made with rod, Minimeca steel tube and small punched discs, the bay itself was cut out as per the radio bay hatch. It is necessary to thin the insides of both wing halves to allow control surface wires, machine guns, and ammo belts to fit in the bay. The dinghy bay was created with styrene sheet and a 1/72nd scale resin kit bag reduced in size by filing and sanding. The opened panels were made from very thin sheet styrene folded to give its shape.

Assembly

The propeller was painted, then using the aforementioned punch and die set, I punched the centres out of the propeller decals in the Tamiya 1/48th decal sheet for the

P-47 Thunderbolt. The undercarriage, cockpit, engine, wheels, chocks, dinghy and control surfaces were painted as per reference photographs and small sections of decal were used to create creep indicators on the wheels, part numbers on the chocks, and dinghy use labels etc.

The control surfaces were painted a slightly lighter shade than the surrounding areas. Once all the individual parts were painted, assembly was as per the instructions, all painting was with Xtracolor and decals adhered well using Micro Sol and Set. Once dried, Earth Brown Magic colour ink was flowed into the panel lines to accentuate detail, and create weathering. Once weathered, matt varnish was sprayed on all surfaces.

Carrier deck

The carrier deck was made from sheet styrene covered in wood grain sticky vinyl sheet. This was painted with acrylics and areas were then

rubbed with a damp Q-Tip to remove patches of paint to give the impression of a worn American wooden aircraft carrier deck. The arrestor mechanism was scratchbuilt with the same stock as used for the aircraft. The nice finishing touch is a decal with the kit that when laid over the deck, demarcates the individual planks and tie down areas. The fire extinguisher was scratchbuilt, painted, and a decal added.

In conclusion

This has to be one of the best fitting kits I have made, it makes the whole task of super-detailing enjoyable and, yes, easy. Try it yourself, you'll see. Remember that you only have to give an impression of the detail you wish to portray, with a bit of paint, the eye will fool the mind as to what is actually there because the scale is so diminutive. I would recommend this kit, and the opportunity to detail it, to all modellers.

Phillip Ware



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1/24th Scale

Manufactured by



Red '16'

by Bill Clark

It's 1972-3, and here in the UK, Ted Heath's Conservative government are struggling to govern. A three-day working week is introduced due to a crisis in the coal industry and the cost of oil is soaring, there's big trouble in the Middle East and power stations are closed down, the lights go off for several hours every day to save energy. Airfix are particularly badly hit; they have just issued a series of 'Super' kits in 1/24th scale. These kits are: Spitfire Mk Ia, Hurricane Mk I, Bf 109E, Fw 190, Ju 87 and P-51D, all to a fairly obvious WWII type of theme...

...AND Number Seven!! A Harrier GR.1A/AV-8A (where did that come from I wonder?. Where did that fit into the WW2 theme?

Now, being so large, these 'Super' kits of course need a lot of plastic, which as a side product of oil refining is now in shorter and shorter supply. So the brief age of the super kit is over - or is it?...

NOTE: By all accounts the next

1/24th super kit was due to be a Mosquito! Allegedly Airfix down-sized this to produce their very acceptable 1/48th scale model; now just Imagine what could have been! Imagine further. What could have followed... a Hunter F.6? or an E.E./BAC Lightning? [Actually Bill, the next superkit was apparently going to be a Gloster Gladiator! - Editor]

(Caveat: Some of the above may not be 100% factual, in fact I haven't a clue if the demise of the 'Super Kit' was enforced upon Airfix by the Middle East/Oil crisis, but you have to admit, it makes a good story!)

In those thirty years these superkits have generally been re-issued at various times by whoever owned Airfix at that particular moment. There was of course a lot of tooling invested and money to be made. Recently Airfix have decided to upgrade a selection of these kits. The Spitfire Mk Ia has had additional parts added to produce a Mk Vb (I'd love to see a Hurricane Mk IIc by the

way Airfix! [so would I - Editor]), and more recently the Harrier has had two make-overs, (i) as a GR.3 and (ii) as a Sea Harrier FRS.1 (and a third is planned - for a Sea Harrier F/A.2).

So, the subject of this article is the Harrier GR.3, basically a thirty-year-old kit, with a few new parts. Did I have fun? You bet!

The Sponsorship

As a bit of a Harrier fan, I am a fully paid-up member of the IPMS (UK)'s Harrier Special Interest Group ("Hi, my name is Bill, and I build Harrier's!"). Now 2002 was of course the 20th anniversary of the Falklands War, so the theme for the SIG's shows that year would be just that. Nick Greenall, SIG Leader was re-building the SIG's Sea Harrier FRS.1 (built and scratch-converted many moons before Airfix's re-issue/issue) and he needed a GR.3 to balance the display stand (literally - if you've seen them at any of the shows you'll know what I mean!). I had the kit

BAe Harrier GR.1A

Scale:	1/24th
Kit No:	18003
Price:	£49.99
Panel Lines:	Recessed ✓
Status:	Revised Tooling ✓
Type:	Injection Moulded Plastic
Components:	Plastic 336 (Grey), Clear 12, Rubber 5
Decal Options:	5
Manufacturer:	Airfix
UK Distributor:	Humbrol Ltd

ready to build and this provided the momentum, so I volunteered my services to the cause. It had to be finished by November 2002 though! It was already April 2002 and the parts were still in the box.... No problems, I had loads of time!

The Kit

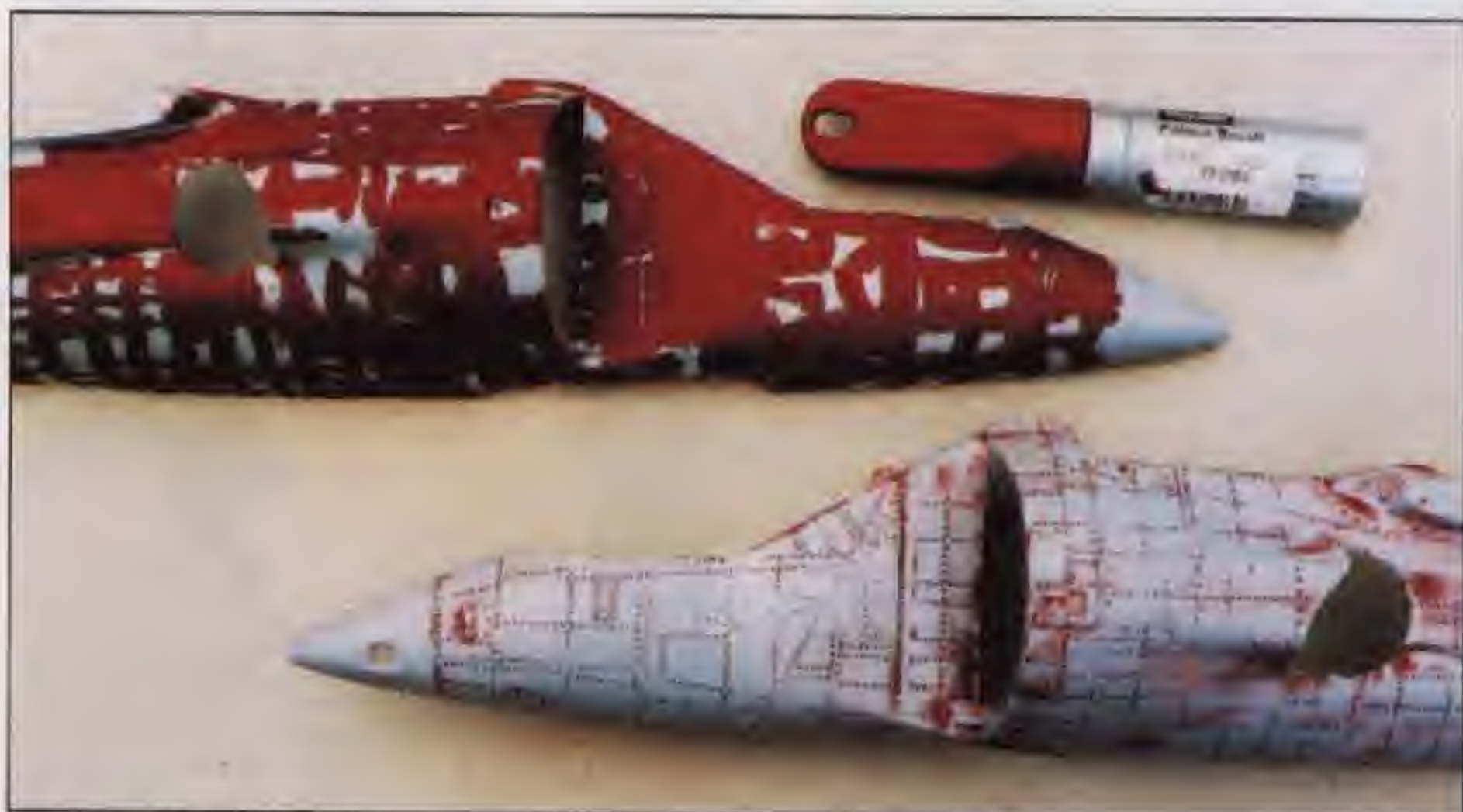
...is massive! If you haven't owned one, look at the box in the shops. Plastic is squeezed into every corner of this box (literally, Airfix sprues have always had bits fall off, they wouldn't be Airfix if they didn't, so before you send your 'missing' slip



A very large decal sheet is squeezed into the bottom of the box



Heritage's resin and white-metal set



Halford's VERY red primer



The new 'GR.3' sprue



Heritage's resin Aden Pods with Blue Eric



Cockpit tub and Pegasus added



Fuselage halves joined with the LRMTS nose

off to Airfix, check under the flaps of the box!)

The decal sheet is the same size as the box! And is it colourful or what? Options include decals for three RAF machines, one Spanish and one ex-Spanish Thai Matador as well. In fact I would suggest that the decal sheet in this kit is as spectacular a piece of model aircraft decal artwork as you are likely to ever see! And I've heard people moaning about the quality (or lack of it) on some Airfix decal sheets, well I can only say that this sheet was as perfect as ANY decal sheet I have ever come across, and that's a few!

This kit is actually the original GR.1A/AV-8A kit with additional sprues to update it. These updated parts include the Laser Ranger & Marker Target Seeker (LRMTS) 'dolphin' nose, a new fin, including the new higher, Forward Warning Radar (FWR) fairing, and the new Rear Warning Radar (RWR) fairing on the tail boom. Also included are an accurate-looking pair of AIM-9L

Sidewinders for the Falkland's Fighter of the HARDET. The stores also include a pair of 100 gallon tanks, 1000lb free-fall bombs and 4 x SNEB rocket pod. You get an awful lot of plastic in this particular box!

Now you have to remember that this kit originated 30 years ago, can anyone remember the fashion of the early 70s? Flared trousers, tank tops, glam-rock, wedged boots/shoes and models with gimmicks! The Harrier is no exception to this (well apart from the kit's pilot figure having flared trousers that is, his Mae West looks like one of my old tank tops...).

The ailerons/flaps are meant to move, as is the rudder and tailplanes. The undercarriage is meant to retract, you can remove the wing to show off the Pegasus engine, a scratchbuilders/super detailer's delight, but a bit too 'retro', a bit too 'seventies' for me, I'm afraid. But all easily ignored. By far the biggest and worst gimmick to overcome are the rivets, Millions of them! Again, you have to remember that when this kit

was introduced kits generally had raised panel lines and raised rivets (especially Airfix at the time, whose rivet maker was as infamous as the Matchbox trench maker!). This kit had engraved panel lines and engraved rivets (millions, remember?). The toolmaker must have spent months just making these, an incredible example of tool-making skill. Now the problem is that these rivets are too prominent; especially so in this scale. They had to go. And correctly I guess, the upgraded/new parts also had engraved rivets, they would have looked a bit out of place without them.

So before I did anything else the first task was to fill all of those tiny holes!!

Operation 'Hide Rivet'

Rivets, rivets everywhere. I thought long and hard about how best to fill these; I thought of traditional filler, primer paint, Polyfilla, Initially I opted for Halford's car filler/primer,

that's the maroon coloured stuff plastered all over the fuselage halves in the photographs. This was similar in consistency to paper correction fluid and dried in minutes; it also shrank after drying so needed a few applications. It was successfully sanded down using fine wet 'n dry paper whilst holding the parts under a running tap. It's VERY messy though!

Due to the size of the parts, I elected to perform these tasks before any construction commenced.

Accessories Used

Apart from Flightpath's detail/conversion set, at the time of building Heritage Aviation were the only company making anything for this kit. Being totally honest some of their earlier stuff (all that was available then) was a little 'crude' compared to some other company's resin accessories. They do though offer some really useful Harrier parts, which with a little cleaning up don't look too bad at all. I obtained



Wings under construction



Wing added; The yellow tape is to aid alignment of the vortex generators



Tail unit



The upper panel was a poor fit



New plastic card drooped intakes



New fire access inlet added from tube



New vortex generators added



Port wing awaiting flaps

the undercarriage set along with the cockpit set. There are plans within the IPMS (UK) Harrier SIG group to offer our services to improve the Harrier's lot, and in fact, some newer items available from Heritage have been re-tooled using the skills of the SIG members.

Cockpit

The kit's cockpit is typical of its era; the pilot figure would have hidden the lack of detail here! My Harrier's pilot was not to be included, so the cockpit had to be cluttered up as per the prototype. Heritage's tub was used, and this proved a great starting point for adding further detail. Painted Medium Sea Grey (though I have since been informed that Dark Sea Grey would be more appropriate!) it was given a wash of dirtied thinners and highlighted by dry brushing with white.

I opted to use and detail the kit's seat. There was no real reason, Heritage's seat is fine if a bit too narrow, like the kit's seat, I just

fancied modelling a Martin Baker Mk 9. I am a consenting adult after all! The cushions/parachute packs were fashioned from Milliput, and straps and harnesses and other details from thin plasticard strip and wire.

The Pegasus engine was then built. I had no desire to show this off in the completed model, though anyone contemplating this has a great starting point. You could make this into a display model in its own right - hmmm... now there's a thought!

My inclusion of this was more to do with necessity, the nozzles need somewhere to sit. Additionally the structures that make up the wheel bays need to be added here, along with the airbrake bay.

One thing to note: the bell housing at the front of the intakes is apparently too far back. The turbine blades should fit flush to where the rear of the drooped doors are. I wasn't informed until after I had built mine, luckily though I had

already decided to add FOD blanks anyway - cheating? No, not at all! Look at any parked Harrier, or any aircraft for that matter, most have FODs and RBF tags all over the place.

Dealing then with the main components, i.e. fuselage halves, wings, fin, LRMTS nose and tailplanes, I rescribed the panel lines, those that were still intact had by now lost some of their definition. New wing vortex generators were made from plastic card, various holes opened, etched metal mesh was used for grills, new doors were reproduced in plastic card - drooped.

Construction

The lower wing section is a one-piece moulding including the fuselage saddle. This was glued into place (bearing in mind that this is meant to be a removable section). The rest of this section comprises two separate upper wings, and a centre fuselage hump and outer tips. These are supplied as (annoyingly) separate

items (to accommodate the rarely used ferry tips). The standard tips were used and these were a very poor fit. Milliput to the rescue!. The real generators are made from folded (at 90°) metal. This was used to my advantage as I could put the flat (to the wings) parts on first and could add the upright parts later, butt joining the two pieces. To manoeuvre the parts I used the tip of my scalpel. When these had dried I gently sanded the rear, front and tops to a more prototypical shape.

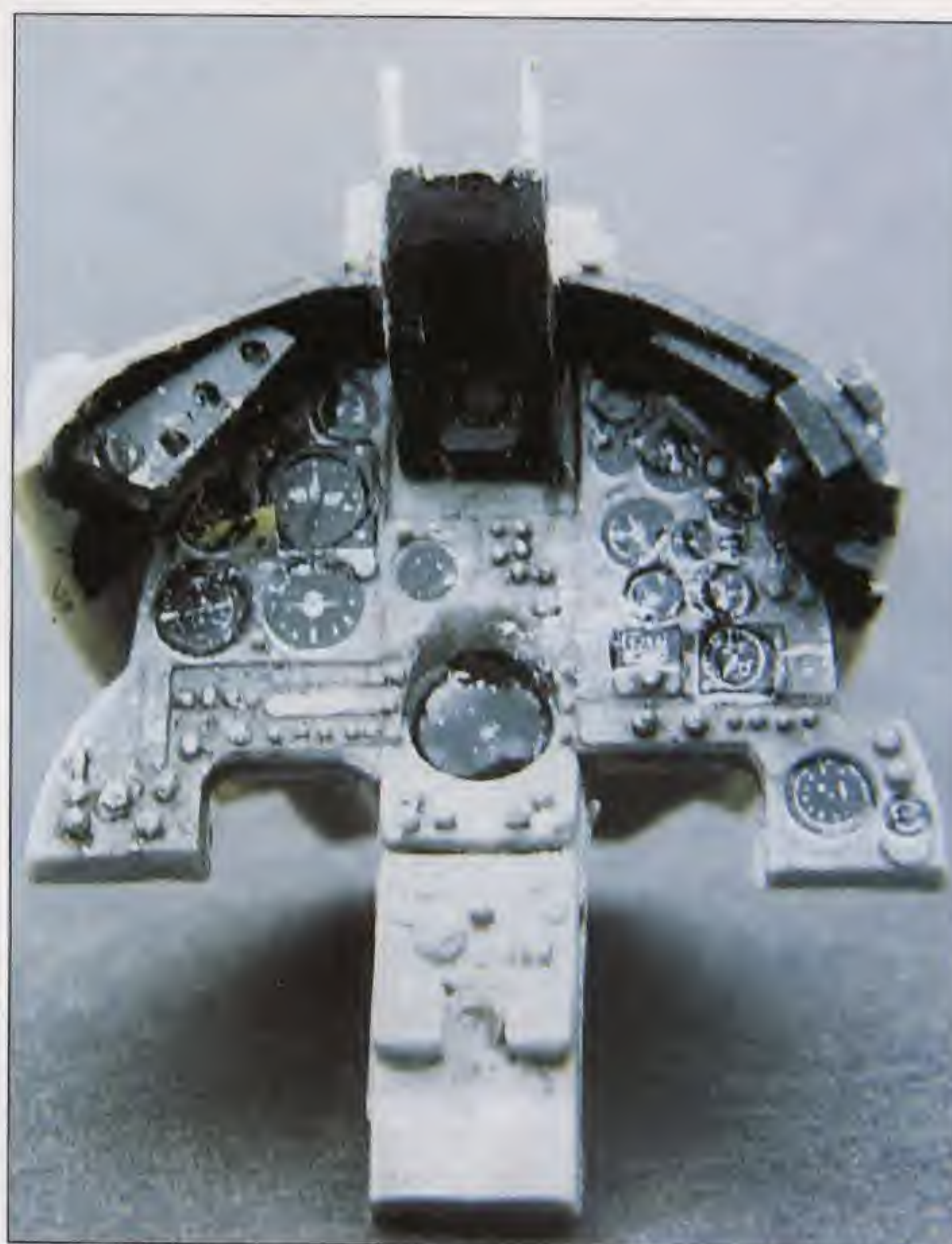
The wing fences were also replaced. After sanding down the originals I cut slots into the wing to take the plastic card replacement items. These were sanded to shape once the glue had hardened.

The puffer nozzles are also noticeable by their absence - Bover in the Hover on this one! These were easily made by drilling a hole and squaring the thing off with scalpel and plastic card.

Now one thing I had noticed about real Harriers was the nature of



Flaps drooped



Instrument panel



Cockpit tub added



The kit's seat with some added detail



The seat is painted ready for inclusion



I added plastic card to strengthen the rather flimsy canopy



Undercarriage units with Heritage's wheels...



...sprayed with Medium Sea Grey



The whole model was sprayed in Halfords Grey Primer...



...and more



...followed by Xtracolor's Dark Green



...and more filler added as necessary



A good couple of coats of Humbrol Dark Sea Grey was applied...



All painted

the overlapping panel lines. This would be very noticeable in this scale, so digging out as many photographs as I could, I attempted to show this feature.

New panels were made from 10thou plastic card and gently sanded to reduce the height. Selected panels on the wing and fuselage were treated thus.

The solid navigation lights glazed areas were removed and replaced with coloured clear plastic. All 'gimmicky' moveable parts were glued on because I didn't want my flaps flapping around! All other parts were added in a normal type of sequence, almost as per the instructions (well they may have been, I'd mislaid them a long time before then). I did amend the intakes though, so that the upper doors prototypically drooped. Heritage do supply replacement intakes, but these, whilst very effective (and maybe more suitable in smaller scale) were not used. I simply drilled out the offending

plastic and replaced the doors with plastic card, you get a bit more control over the angle of their droop that way too.

The undercarriage units were built up, though I substituted the kit's awful (in my opinion) rubber tyres with newly moulded by Heritage, wheels. These are new moulds by Nick Greenhall of the Harrier SIG. These are superbly moulded with gentle 'flats' and tread. The brake and hub detail is cracking.

The gimmicky mechanics of the outriders mean that they should be retractable. I used this flexibility to ensure that all wheels touched 'terra firma', and superglued the units in place, when firmly placed on a flat surface.

Intakes

Harrier intakes have little auxiliary doors and the top four are always drooped due to the effects of gravity. Very few models (Hasegawa's GR.5 does, as do Monogram's 1/48th kits) have this feature. So any models of

Harriers should really be amended accordingly.

So, the doors were drilled out and shaped using my scalpel. I lined the doorways by adding thin plasticard strips. Drooped doors were made from thicker plasticard. This wasn't a difficult task but it was time consuming. The end effect is well worth it though.

Upper Engine Bay Cover

Again this was an appalling fit! Before fitting though, some upgrading is required. The original kit part features two outlets which featured on the early GR.1s, but was replaced by one immediately in front of the APU duct.

The two APU ducts are represented as solid plastic, so these were drilled out, plasticard was used to line the walls, and for the further forward slot, some representation of the innards was attempted, with 10 thou plasticard. The rear slot features a metal grill, I used a piece of etched grill I had in the spares box (but not

until after attempting to use a piece of net curtain - don't tell the wife but one of her curtains is missing a square inch of material!)

Also requiring building up here are the main gear bays. These would give the fuselage some rigidity and give the location points for the undercarriage units themselves.

My GR.3's identity

Bit of a famous bird this, and well photographed - XV778 'Red 16' was the chosen machine. This aircraft saw action in Belize (as a GR.1) as a part of the No.1 Sqn detachment in 1974 as 'Beech Buggy', with appropriate markings on the tail.

Converted to a GR.3 in 1976-7, a few years later and as 'Red 16' she was upgraded with chin mounted IFF transponder and 'Blue Eric' installed and sailed south on the ill-fated Atlantic Conveyor. Launched along with the other GR.3s and the replacement FRS.1s she saw extensive action in the South Atlantic.

I have also noted photographs of



All painted and ready for decaling...



Intake blanks were from plastic card



Ready for the seat and 'glazing'



Seat and coaming added



Canopy being 'dry fitted'

her in Norwegian Blue (sorry White!) arctic scheme!

Painting

A standard (if somewhat noticeably faded) RAF wraparound scheme of Dark Sea Grey and Dark Green was applied. I used my favourite paints (Humbrol and Xtracolor) respectively.

Pictures of the RAF Harriers on board Hermes show them to be particularly affected by the salty climate. Whereas the Sea Harriers Extra Dark Sea Grey (maybe not so much on the Medium Sea Grey SHARS) paint was formulated for such exposure, the GR.3's paint wouldn't have been. It seems that the grey areas are most affected, so these were lightened on my model by adding a little Medium Sea Grey.

Documentation of the GR.3, 'land-lubbers' is not as abundant as that of the Sea Harriers so a bit of digging was required. One thing that was readily noticeable from any photographs of GR.3s on board

HMS Hermes was the faded/battered nature of the paintwork. These aircraft were of course not meant to live on the deck of a heaving aircraft carrier at sea in the middle of a South Atlantic Winter!

Also very noticeable in any photographs of the GR.3s are panel lines/access hatches plastered with filler of some sort, to stop salt water spray ingress maybe? Using a bit of lateral thinking I decided that this would probably be Gloss Extra Dark Sea Grey paint, the same stuff that the Sea Harrier's bellies were painted in. I raised this as a query on the IPMS Harrier SIG Website and it seems that this 'filler' had most likely been applied prior to being ferried south which that scuppered that theory! It also transpired that the colour of this stuff was glossy Dark Green or just a clear paste! Interpretations on a post card please...

To achieve this tatty finish the whole model was painted in Halford's Grey Primer. This had

two purposes (i) to tidy up the surface and (ii) to give the base colour, it being a good representation of the faded colour of Dark Sea Grey.

When happy with the base colour, a couple of coats were required, with a bit of additional filling here and there, the rescribed panel lines (those lost by the rivet hiding sessions) had black/dirty thinners applied.

I then sprayed Dark Sea Grey (Humbrol No 164) sparingly over the model with a thicker/denser application over the main panel lines. Once dry the grey areas were masked. I used clear backing paper on paper cut-to-templated shapes and Blu-Tacked them in place which gave the nice in-scale feathered edge. This time I used Xtracolor's Dark Green (with a few panels painted in Humbrol's Dark Green [No.163] to give a bit of variety). When dry a drop of white was added to the mixtures and the central portions of the individual panels given a 'faded patch'.

Stores & Weapons

Ideally I would have liked to have put some CBU cluster bombs, or a pair of SNEB pods on my GR.3. I had none though of the former, and the latter supplied in the kit were the wrong type, being RAF SNEB pods. The Task Force GR.3s used RN pods as the RAF type caused some kind of IFF (Identification Friend or Foe) electrical interference when on deck and on approaching - not desired! I therefore resorted to the 1000lb-ers in the kit. An attractive and different fit-out would have been as per the delivery flight from Ascension. This had the big 330 gallon 'ferry' tanks on the inner stations, standard 100 gallon 'combat' tanks on the outer pylons, and additionally the IFR probe. The larger 'ferry' tanks were dropped prior to landing, and it was this scheme that had been considered, I'm saving that scheme for a 1/48th GR.3.

The kit's Aden pods were used, and had already had some detail added, particularly around the



'Blue Eric' being retro-fitted - bit prototypical that!



Port wing stores, and 'sealed' upper wing panels



The finished model on a map of the Falklands at Yeovilton



The office, note the fuse wire MDC in the canopy



muzzle. This was before I had a pair of the new improved sets from Heritage. Some GR.3s had their starboard Aden pod hastily amended to include radar jamming equipment and christened 'Blue Eric'. Heritage's set includes the additional parts to convert the Aden to this.

'Red16' was thus fitted, so I amended the gun pod accordingly by adding the 'bulb' underneath and the new muzzle cap.

Decaling

All from the box, except the aircraft's individual identity. Serials were from Modeldecal and the Red '16's' on the fin and yellow on the out-riders were simply white numerals over painted in their appropriate colour.

Finals

The cockpit coaming, I had added as much detail as I could onto both the kit's basic parts. I used Milliput, plasticard, plastic rod, fuse wire, anything appropriate to the need in

hand, and an ejection seat was added. This was followed by the windscreen. This caused a few problems in that the windscreen wiper unit housing (the bulky round thing at the front) wouldn't conform to the contours of the nose. Milliput (once more!) saved the day though I had a difficult local re-painting job to perform.

The canopy seemed a little flimsy, so I decided to strengthen this by adding a plastic card frame, both internally and externally. I also attempted to add the very prominent Miniature Detonation Cord (MDC) and once again Nick Greenall came up trumps with a 'fuse wire' MDC which was superglued in place.

Scale Modelworld (SMW)

You may recall that I had six months to finish this beastie off, well, 'Red 16' made it to Telford, but without being 100% complete. I did spend a few sessions over the next weeks to tidy up the odds and ends.

She did take her place at Yeovilton's

Model Show in February, for the 21st Anniversary(?). The SIG's stand was placed rather appropriately in the Concorde Hall not too far from the real/replica Sea Harrier XZ493. And the SIG stand was awarded the prize of best club/SIG stand. (This followed Silver at Telford's SWM last year; well done Nick!)

Conclusion

For me, the building of this model will be ranked up amongst the all-time memorable modelling moments of mine! Due to its sheer size, and the work involved in bringing it up to scratch it's not a model you can build in a couple of days or weeks.... Well, I suppose you could if you didn't have a couple of dozen other modelling projects on the go at the same time and didn't have a life outside of modelling (I do honestly, but only at weekends - don't call me Shirley!)

This kit ISN'T for the faint hearted. It's not that the fit's bad,

although in some areas this is the case, remember it's a 30 year old kit though!

You will need space to display the thing, you'll need a lot of room to build it too. It WILL take over your life for a while!

But, look at it! Look at the finished Harrier in this scale... Spectacular or what?

Wonder if I can squeeze in a No.800 Sqn Sea Harrier as well?

Bill 'Superkit' Clarke

Thanks to EVERYONE at the SIG who helped, especially Nick Greenall, Stu Fone, Alfie Bass, Blue Eric(!), all that answered questions on colours, fit-outs, stores, crew access ladders(!). I think though that we may have more questions now than answers!... Thanks especially to Trevor Snowden at Airfix for donating the kit to the cause; thanks to Airfix for reissuing it, and of course for tooling the Sea Harrier, and more thanks to Trevor for his persistence with his bosses, in getting them to fund these models.

Any Harrier fans wanting to join the Harrier SIG check out the website at www.Harrier.cz.org

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Quick Build Yak-18 Max

by David Francis

1/32nd Scale

Manufactured by



Imported in UK by



When I first heard that this was to be Trumpeter's next release I was a bit puzzled, a Yak-18? What the hell is that and who could possibly want a kit of it? On investigation I could not believe how little information there was on an aircraft that must be one of the most prolific types in the world with nearly 9,000 of all variants produced to date. The Yak-18 first flew in prototype form in 1945 and entered production in 1947. Through many variations it is still in production today as the Yak-50/52 and in China as the CJ6.

The Kit

This kit represents the very earliest model with an M11 engine in an unusual star-shaped engine cowl, which changed on later models to a more conventional radial engine and cowl, and I would guess by the layout of the moulds we can expect more issues of this kit to represent the later types in due course.

On opening the box I was very impressed with the quality of the parts included; the main three sprues are moulded in light grey plastic which show a mix of fine recessed and raised details, and the engine is moulded on a sprue in

gunmetal colour plastic and must be one of the finest renditions I have seen in a plastic kit.

The clear parts supply the landing lights and canopies but also a duplicate of the grey engine cowl leaving you with the option of producing a museum-style model showing off that superb engine. Also included are an etched brass sheet, a number of metal rods, some rubber tyres and finally a photographic film for the instrument details.

The instructions are supplied as a 12-page booklet, which shows clearly the sequence of construction and also a detailed

painting guide that I was very grateful of in view of the lack of information I could find on the real aircraft.

I could not wait to get started on this kit but would it build as good as it looked? Read on.

Yakovlev Yak-18/Nanchang CJ-5

Scale: 1/32nd

Kit No: 02213

Price: £29.95

Panel Lines: Recessed ✓

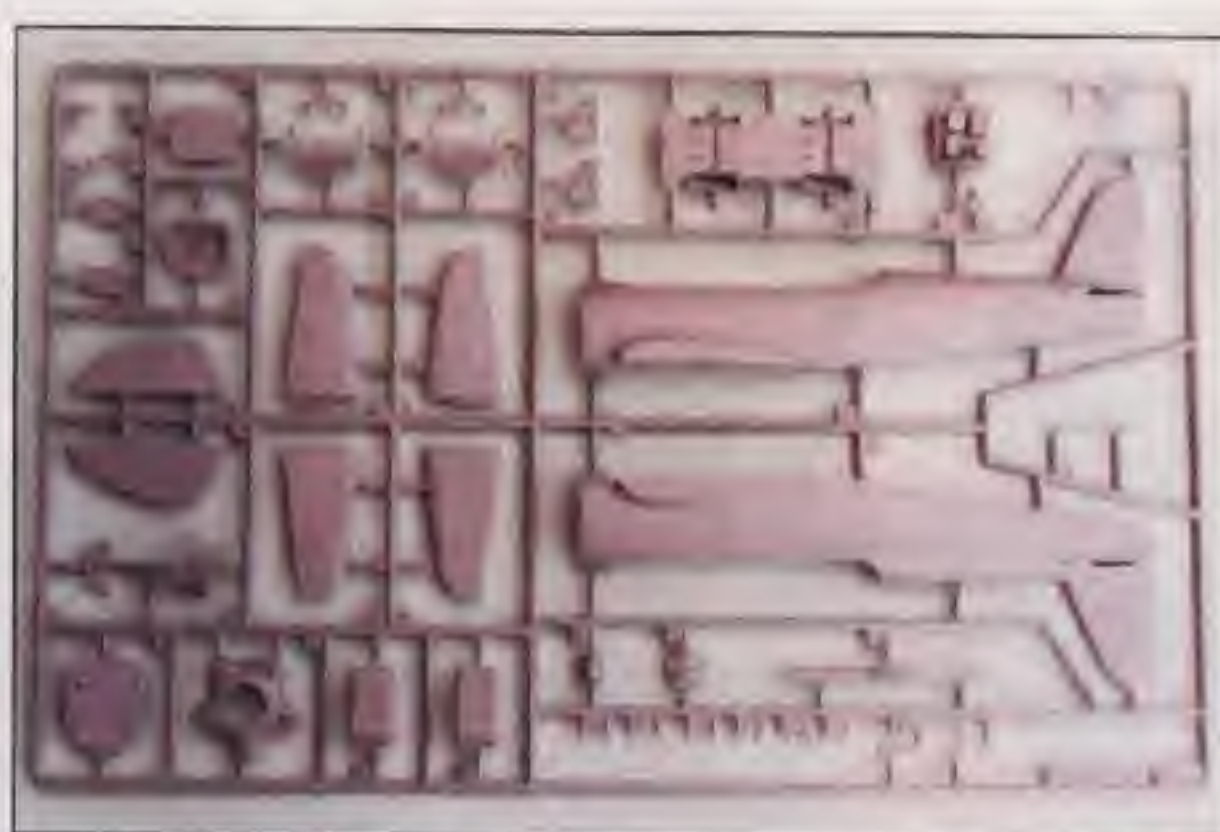
Status: New Tooling ✓

Type: Injection Moulded Plastic, Resin, White-Metal & Rubber

Decal Options: 2

Manufacturer: Trumpeter

UK Importer: Pocketbond Ltd



There are a few small sink marks in the cockpit area that you must deal with before painting can start



The completed cockpit using the colours recommended by Trumpeter



Eduard pre-painted seat belts are so much easier than making from scratch for kit stickers like me



The three plastic card ribs hide six hard-to-get-at sink marks. In the end I did not use the clear cowling so I could have left this area unaltered



Only the exhaust pipes need to be added



Most of the pipes promptly broke off when I test fitted the cowling so I would add them later



Now you can see why it was difficult to attach the cowling



My added fuse wire brake line was a lot easier to work with than the rubber ones supplied in the kit.



The unusual nose shape of the Yak. The details on the spinner will unfortunately be invisible behind the spinner boss



No it is not a mistake, no exhaust pipe goes through the hole in front of the pilot. I assume the panels were mass-produced and could be fitted in any position



The raised detail has been lightly sanded away to reveal the aluminium undercoat

Construction

The first five stages in the instructions deal with the cockpit. Despite my best efforts trawling the web I could only find photographs of the later cockpits so have had to trust to Trumpeter's recommended colours. The main interior is painted a greyish blue and I used Poly S Intermediate Blue, which did match the shades in the later marks quite well. The cockpit area is very complete with over 35 parts, including separate throttles and other levers moulded on the plastic sprue and another complete set supplied on the brass fret, but I preferred the more three-

dimensional look of the plastic parts. The instrument dials are supplied on a photo-negative film like the ones normally found in Eduard brass sets and once the rear of these is painted white you sandwich it between two plastic parts to create a very realistic instrument panel.

The seats have four large circular sink marks in their front surfaces which need filling. I used my preferred typewriter correction fluid but you must ensure that they are completely eradicated as they would be extremely obvious on the completed model.

A pre-painted Eduard US Army

Air Force set supplied the lap belts on my model and is far better than anything I could have made and painted.

All of this makes one of the best cockpits that I have ever seen straight out of the box and it is one of the first things that is commented on by other modellers.

Before you close up the fuselage halves you have to attach the rudder; like the recent Tamiya Zero you are supplied with brass hinges and metal rods to make all the flying surfaces poseable. I personally do not like this feature and used superglue to fix all of my control surfaces permanently in one

position. At least by providing these items separate it does make it easy to give a little animation to your model but do not forget to match the rudder pedals and joystick in the cockpits to the position of the control surfaces.

The fuselage and wings were all now joined and attached with only small amounts of filler needed on the rear underside wing to fuselage join. At this point I gave the model a coat of Halfords Aluminium spray paint, which would be a feature of my later weathering as well as helping to show up any joints, which needed further attention.



I now turned to the engine and this is even more complete than the cockpit being made up of 30 parts with items like the header tank, magneto, exhaust pipes and engine bearers all being represented. This is a little gem and if carefully painted and with added electric and oil lines it would be a shame to hide it away, so you can either open up a couple of side panels or use the clear engine cowling supplied to reveal all the detail. The engine cowling is a very tight fit and in hindsight I would leave the exhaust pipes off the engine and fit them through the holes in the cowling after it is attached in place. As a

result of its unusual shape the engine cowling in both clear and opaque versions features a number of prominent seam lines, which need to be sanded down. This completed the major assembly work and I now painted my model.

After the painting was completed I attached the undercarriage. The wheels are made up from a rubber material which need the treads sanding for a realistic look. You are also supplied with a set of brake lines in the same material but I replaced these with some fuse wire.

The canopies are beautiful, being optically clear and thin, if anything too thin as the front windshield on

my example was cracked and despite receiving a replacement this second example had a fine stress mark running through it, so I made sure I handled it carefully until it was firmly attached to the model.

The final parts I added were the propeller and an antenna wire made out of knit-in elastic, and the construction was complete.

Markings

Options are provided for three aircraft from the Russian, Chinese and North Korean air forces all in dark green over light blue paint schemes. There is also a set of markings not referred to in the

instructions: a set of white Chinese letters and an American registration N200YK.

Unfortunately I have been unable to find a photograph of this aircraft, maybe one of our readers could help? Personally I would have preferred to have an all-black North Korean 'Bed Check Charlie' aircraft from the Korean War as an alternative colour scheme.

Painting

My model was painted with Russian colours from the old AeroMaster acrylics range and once dry the exhaust stains were airbrushed on with Tamiya Smoke.



I used some old wet 'n dry paper to lightly rub away the top colour to expose the aluminium finish that I had sprayed earlier and a tooth pick was used to add scratches around the fuel caps and screw heads on the access panels. After decalling a coat of Poly S matt varnish was applied. I then used MIG weathering powders on the cockpit edges and wing walkways to finish off my weathering.

Decals

With every new release these seem to get better and better: thin and well printed. What more could you want?

Decal Rating = 10/10.

Conclusion

It is hard to believe that Trumpeter has been around for such a short time and every release seems to be better than the one before. I thoroughly enjoyed building this kit and feel that it is a shame that the subject matter and colour schemes will limit its sales to the real enthusiasts. However with their ambitious release schedule covering all the major scales we modellers have never had it so good!

The Trumpeters range is imported and distributed in the UK by Pocketbond Ltd.

David Francis

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book of the month

Corsair – 30 Years of Filibustering

by Bruno Pautigny

Price: £TBA

ISBN: 2-913903-28-2

Publisher: Historie & Collections

Format: 128 pages casebound

This new title from a French publisher is written in English and is presented in an unusual style, combining large profiles and colour photographs combined with detailed sketches, which for some reason have been treated with a sepia tint, but this does not detract from the excellent presentation of the subject matter.

This book traces the history of the Chance-Vought Corsair from 1940 through to the early 70s, and takes an in-depth look at both the colours, markings and service history plus a detailed look at the technical side of its construction. The first chapter is entitled 'The Birth of the Corsair' and looks at the evolution of the Corsair from the prototype XF4U-1 into the production F4U-1. The next chapter is 'Let's talk mechanics' and this is where we see a new style of presentation combining photographs and sketches to illustrate the evolution of the F4U Corsair series including the type of

coverage that is most useful to modellers such as the flap details, wing folds, canopy changes and air intake and exhaust pipe changes on the F4U-4 to -7 series. The next section is entitled 'Camouflage schemes' and looks at the various single, two and three-colour schemes used by the Corsair and also includes details of the different stars and bars and roundels used at different time periods. Now after 30 pages the content changes to a historical text coupled with colour profiles starting with the F4U-1 and then moving on to the -2, -1A, -1D, -1C, XF4U-3, F2G and British Corsairs before moving to the various civilian racing Corsairs. We then switch back to covering the military F4U-4, -5, AU-1 and -7. The use of the Corsair by the Americans in the Korean War and by the French in Indochina, Suez and North Africa makes up the penultimate chapter. The final chapter covers the final operational use of the type by Argentina, Honduras and El Salvador; all the historical chapters combine colour profiles with a wealth of photographic coverage.

From a modeller's point of view this title is ideal, having informative text coupled with lots of clear period photographs, colour profiles and



sketches that clearly show how the design evolved. A well-deserved 'Book of the Month' this one, and one we can most highly recommend to all.

Our thanks to Historie & Collections for the review sample.

bookshelf

Written by D.Francis
Compiled and edited by R.A.Franks

Breguet 14

by Alan D. Toelle

Price: £23.00

ISBN: 1-902207-61-0

Publisher: Albatross Productions

Format: 80 pages, laminated card cover

This is not a standard Windsock Datafile but a 'special' offered in an expanded format of 80 pages. The text deals with both technical data and the operational history of the Breguet 14. As always this includes a wealth of photographic coverage, but no scale plans are supplied and has been made up with a mass of colour profiles. The narrative text is informative and well written and it deals with specific areas of the airframe, its operational use and its camouflage and markings. The latter subject is one in which the author is well known so

there is much detail, including full stencilling! There is good clear coverage of the various different styles of engine cowling fitted to the type, which always seems to be a confusing aspect of WW1 designs (think about the Fokker D.VII!). This

is an excellent title that is packed full of the sort of information we modellers like. Being a very specialised subject the cover price is high in comparison with other aircraft books, but if you like the subject you can rest assured of the quality, it is by Albatross Productions after all!

Our thanks to Albatross Productions for the review sample. UK modellers can obtain this title directly from the publisher, or via a number of specialist outlets.



L'Aviation Roumaine Pendant La Seconde Guerre Mondiale

by M. Robanescu & T.L. Morosanu

Price: £TBA

ISBN: 2-915205-01-9

Publisher: Editions TMA

Format: 132 pages, laminated card cover

This is a new title from this French publisher and it is offered with French text throughout. The title says it all really, as this book deals with Rumanian Air Force operations during WWII, so the coverage includes all the varied types operated by Rumania over this period. Unless you can read French, the narrative will be of little use, but the main 'value' of this title to a modeller is the black and white photographs and colour profiles. The text has been broken down to deal with each unit and the types it operated, although coverage of such types as trainers and transport

aircraft has been done in a small group towards the end. Each operator is covered in detail, with both fighter and bomber elements and these are heavily illustrated with

a mass of period photographs. These are reproduced nice and large, so are very useful to the modeller. Coupled with this are twenty-four pages of colour profiles with between three and five profiles per page. Although the text is of little use without some knowledge of

the French language the photographs and profiles are most certainly useful, and if you have a liking for this subject then I have to say that this title is still worth considering - lots of lovely images of IAR80s, Bf 109s and even Hurricanes in Rumanian markings!

Our thanks to Edition TMA for the review sample.



Myasishchev M-4 & 3M

by Yefim Gordon

Price: £18.99 (\$29.95)

ISBN: 1-85780-152-0

Publisher: Midland Publishing

Format: 215mmx280mm, 128 pages, laminated card cover

This is the latest addition to Midland's own book series and it deals with this the first strategic jet bomber of the Soviet Air Force. The narrative charts the development and service use of the design and this is coupled with masses of period photographs, diagrams and sketches. The narrative starts a look at the Soviet aviation designs prior to the M-4 and some of the people who were involved in its development and design. This is followed by the first real chapter, which looks at the design of the type from the 'aircraft M' through to it in its final form. This section also includes photos and details of the Tu-4s (B-29 copies)

used to test various equipment intended for the M-4. The second chapter looks at the flight testing of the prototypes and includes full specifications for these machines. Chapter three deals with the various versions of the type, as well as the specific missions they were tailored to perform. This includes the high-altitude PHOTINT ('aircraft 25F'), the long-range bomber ('aircraft 25D'), the long-range fast bomber ('aircraft 26') and the high-altitude strategic bomber ('aircraft 28'). Other types covered in this section include the airliner/military transport (M-29) and M-4-2 flight-refuelling tanker as well as the main production variants.



Chapter four is an 'in detail' chapter with lots of photographs of the aircraft taken both whilst in service and once retired. Chapter five charts the full service history of the type in Soviet service and chapter six takes a look at the use of the type by civil operators for carrying heavy cargos, including the Buran shuttle! The final sections of this title offer scale plans of various versions and a selection of colour photographs of the type.

This is a good title for anyone with an interest in Russian aviation in general or the M-4 designs specifically.

Our thanks to Midland Publishing for the review sample.

books in brief

Northrop P-61 Black Widow & F-15 Reporter

by Miroslav Balous

Price: £10.60 (\$29.95)

ISBN: 80-86524-04-3

Publisher: MBI

Format: 72 page, laminated card cover

Comment: We go full circle here, as I remember reviewing the original release of this title back in 1994! This

is actually totally revised and updated with additional information on the F-15 Reporter and separate fold-out scale plans. The text is offered in Czech and English, being set with the former on the left and the latter on the right of each page. Photo captions are also offered in both languages.

The title is ideal in its contents for the modeller, being packed with clear photos (many close-up and internal views), diagrams and manual extracts along with colour profiles and cockpit illustrations. If you missed it first time, do not do so this time around! UK modellers can obtain this title from Czech-Six Publications.



North American F-100 Super Sabre

by Peter E. Davies & David W. Menhard

Price: £29.95

ISBN: 1-86126-577-8

Publisher: The Crowood Press

Format: 176 pages, Hardback cover with separate dust jacket

This is another new title from Crowood; once again the content is black and white with an eight-page centre colour section. The text deals with all aspects of the development and service history of the Hun and starts with a look at the development of the F-100A, including the RF-100A. This is followed by a chapter dealing with the evolution of the Hun into the C and D variants and its subsequent operational use. This is a huge chapter that also covers the TF-100C and the F-100F and details the use of the Zero Length Launch (ZEL) system plus all the guns, missile and bombs carried

by the Hun; also covered are the operational deployments to the UK and Europe in support of NATO. Chapter four deals with the use of the F-100 in the Vietnam war which uses lots of personal accounts from the men who flew these machines, and also has images of the nose art applied to the Hun during the course of the war. Chapter five looks at the Air National Guard and once again feature accounts from the men who flew them. This is followed by a chapter covering the foreign users of the F-100 including the Armee de l'Air, Republic of China, Royal



Danish Air Force and the Turkish Air Force. The final chapter takes a look at the 'Son of the Hun' the F-107

Rapier. Appendices include lists of performance figures and statistics, Production batches, F-100 losses in SEA and nuclear weapon control procedures. Finally it details the F-100s that survive today and details of the QF-100 drone conversions.

Yet another excellent title from Crowood that is extremely detailed in its coverage and can therefore be recommended to all who have an interest in the Hun.

Our thanks to the Crowood Press for the review sample.

Combat Legend - de Havilland Mosquito

by Robert Jackson

Price: £9.99 (\$14.95)

ISBN: 1-84037-358-X

Publisher: Airlife (The Crowood Press)

Format: 96 page, laminated card cover

Comment: The Airlife range is now owned by the Crowood Press, and this is one of the first titles to be produced and marketed by the latter, albeit still under the Airlife label. Those of you who know the 'Combat Legends' series will know that that it is basically a very abridged and concise history of the subject aircraft type. This title covers the development of the design, production and operational service, people who built and flew the type, details of various tasks and operations the type undertook and a look at notable variants, including post-war versions. The appendices offer technical data, plus information on weapons, production and survivors. There are a few pages of colour photos and profiles towards the back of this book. This is a very concise title that cannot hope to cover all that the Mosquito was or did, but it is a nice little book which fans of the Mossie may like to read.



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Boeing B-29 Superfortress

by Steve Pace

Price: £29.95

ISBN: 1-86126-581-6

Publisher: The Crowood Press

Format: 208 pages, Hardback cover with separate dust jacket

This is one of a number of new releases in the Crowood Aviation series. It follows the usual style and format used by this publisher using mainly black and white photographs with the exception of eight pages of colour in a centre section. The text deals with all aspects of the development and operational use of the B-29 and starts with a background history of the Boeing



Airplane Company. The next chapter covers the design and development of the 'Superbomber' and then carries on to cover the actual production of the

B-29. A more detailed look at

the structure and systems follows before coverage turns to the operational use of the type in WW II. Chapter six deals with the Manhattan project and all of the associated Silverplate B-29s. The Soviet copy the Tu-4 is covered next along

with its use as a mothership for the DFS 346. Chapter eight looks at Strategic Air Command's use of the B-29 and this is followed by coverage of

the RAF and RAAF's use of the B-50 Washington. The use of the B-29 over Korea is covered in chapter ten and chapter eleven looks at all the B-29 derivatives and spin offs. The final chapter covers the surviving B-29s including the example being refurbished by the United States Aviation museum, which is in the very hangar it was originally built in 58 years ago, when it was Boeing-Wichita Plant Number 2. The appendices include a full list of B-29 production and individual aircraft names.

This is another good title in this series from Crowood, which is probably a little more detailed than those that preceded it, and can be most highly recommended to all fans of the B-29. Our thanks to Crowood Press for the review sample

RAF Hunters in Germany

by Günther Kipp & Roger Lindsay

Price: £14.95 (+P&P)

ISBN: 0-9544069-0-7

Publisher: Roger Lindsay

Format: 71 pages, laminated card cover

This new title takes a very detailed look at the subject of Hawker Hunters in the 2nd TAF and RAF Germany from 1955 to 1984, something which has only been done in the superficial manner in the past in other titles. The narrative text is mixed with a mass of period colour and black and white images, many of which have never been seen before. The book starts off with an overview of the deployment of the Hunter in Germany, and then

looks specifically at F Mk 4 and F Mk 6 operations. This is followed by a complete list of all the units that flew the Hunter in Germany, and then a detailed look at the camouflage and markings applied to their aircraft. This latter section is also broken down by squadron, so it is very detailed. The next section deals with

visits by the RAFG Hunters to the Armament Practice Camps (APCs) at RAF Sylt. This is followed by a section that charts the individual histories of every Hunter operated in Germany and then a section that looks at all the



accidents involving the type. The final section of this book takes the form of personal accounts by the pilots who flew these machines, which can make for some very interesting and entertaining reading!

This is a very good book, which offers both a wealth of narrative and visual information. The depth of coverage is extremely good and we can therefore recommend it to all fans of the Hunter.

Our thanks to Roger Lindsay for the review sample.

Heinkel He 111

by Ron Mackay

Price: £25.00

ISBN: 1-86126-576-X

Publisher: The Crowood Press

Format: 192 pages, Hardback cover with separate dust jacket

This title is slightly different from others in the Crowood series as it concentrates more on the operational history of the type rather than looking in detail at the construction and development. The lower cover price reflects both this and that there are no colour pages in this volume. The opening chapter deal with the type's early development as an airliner before moving on to cover its role as a bomber during the Spanish civil war. Chapter three deals with the first operational deployment of the type prior to WWII during August 1939, as well as its use during the opening stages of the war. This coverage includes details of all the units to operate the type at this stage,

including KG4, 26, 53 and 55.

Chapter four describes the operations between April and June 1940 including

Weserübung (The invasion of Denmark and Norway) and Fall Gelb (The invasion of France and the low countries). Chapter five covers the July to October 1940 period and charts the fall of the He 111's supremacy as the Luftwaffe turned its attention onto Britain. Chapter six looks at the Blitz, and night operations by the He 111s over British cities. This is followed by a chapter looking at the maritime operations undertaken by the He 111 in blockading Britain. Chapter eight deals with operations in the Mediterranean by the He 111 and this is followed by a chapter looking at the use of the He 111 as a torpedo-bomber. Chapter ten covers operations



in Russia and is followed by a chapter charting the retreat of the German forces from this theatre. Chapter twelve deals with Luftwaffe operations up to the end of the war as well as foreign operators of the type in the immediate post-war period; Spain both

operated and manufactured the type long after the end of the war. Most of this title takes the form of a detailed look at the operational history of the type, but there are also some detailed insets looking at specific variants as well as prototypes and special operations aircraft (e.g. guided weapons etc). The He 111 has a huge history, so covering it in 190 pages is not really possible in any depth, but I have to say that this title is certainly very good and can therefore be recommended to Luftwaffe fans who may wish to add it to their collection.

Our thanks to The Crowood Press for the review sample.

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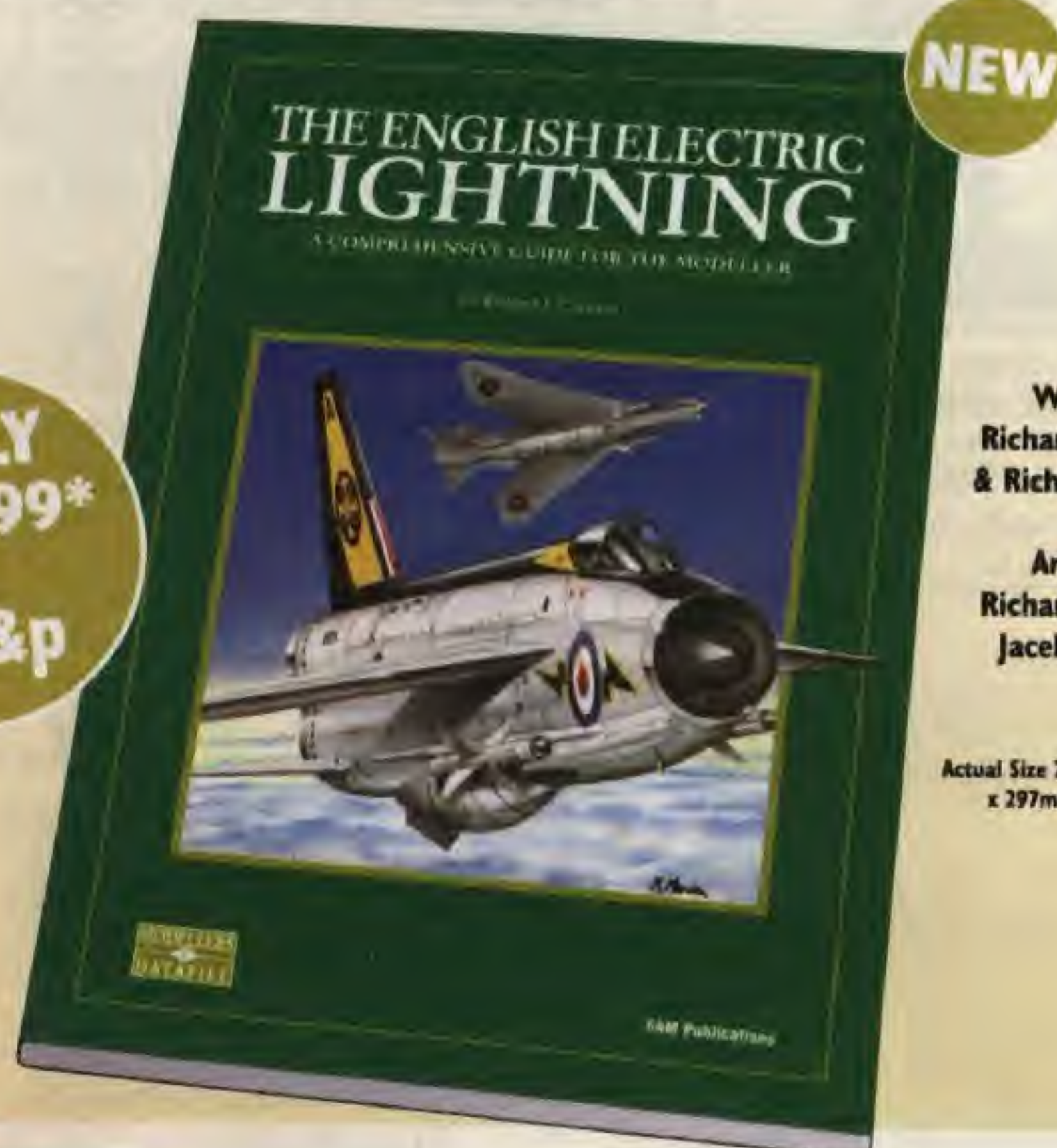
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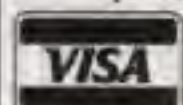


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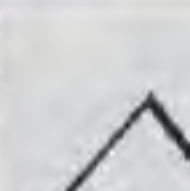
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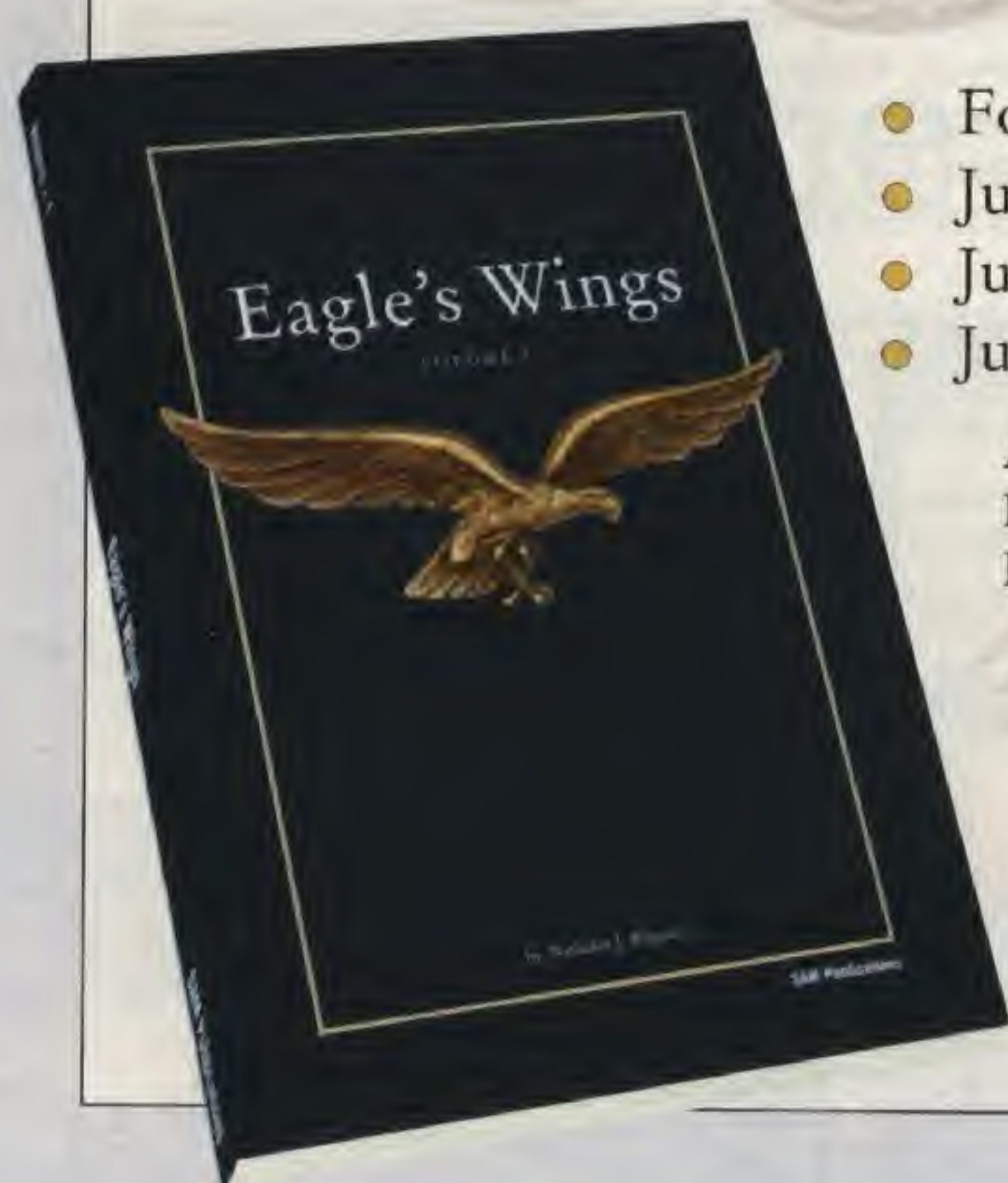
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● September 7th

Model World Romsey, Hampshire, 13th annual model fair organised by Rotary. At Mountbatten School, Whitenap Lane, Romsey, Hampshire. Sunday 10am-5pm. For info, please contact: Nick Campbell-White on 01962 713891 or Alan Hilder 023 8081 1804.

● September 13th

Bognor Regis Military Modelling and Wargaming Society present 'Up In Arms' an exhibition of models, wargames and militaria to mark their 25th birthday. Come to West Meads Community Centre, Bognor Regis. Admission 50p, under 14s free. Further information Tel: 01243 824542 or 01243 814549.

● September 20th

Model Wheels at the Holiday Inn Telford, Shropshire. 10am to 5pm. Enquiries to Tel/Fax: 01588 660706

● September 21st

Capcon 2003 at Nepean Sportsplex Salons A and B, 1701 Woodroffe Avenue, Ottawa, Canada. Contact capcon2003@hotmail.com or visit <http://www/ipmsottawa.ca>

● September 21st

IPMS Farnborough Modelfest 2003 at Frogmore Community Campus, Yateley, Hampshire.

● September 21st

Wings & Things 2003 model show at the Spalding Grammar School, Spalding, Lincs. From 10.00am - 4.30pm. For more details contact Dave Hawkyard, Tel: 01775 720568.

● September 21st

ROCON 24 hosted by The Historical Scale Modelers Association, IPMS, Rochester NY USA. A model show/contest from 10am until 5pm. The theme for this year's show is 'Great Movies-Great Models'. ROCON 24 will be held at the 40 & 8 Club, 933 University Avenue in Rochester. For more information, call Jim Klok (585) 385-3899 or Email: jklok1@rochester.rr.com

● September 26th-27th

Fifth Annual Nordic Con and 2003 IPMS USA Region Five model contest and convention sponsored by the Twin Cities Aero Historians. Held at the Mall of America Thunderbird Hotel Friday and

Saturday. For more information contact Steve Hustad, 6253 Ginger Dr., Eden Prairie, MN 55346-1418, or shustad@isd.net. Contest information at www.aerohistorians.org

● September 27th

Shoreham Aeromart at Shoreham Airport, West Sussex. Gates open at 10am.

● September 28th

St Edmundsbury Scale Modellers Show at the Moreton Hall Community Association and Club, Moreton Hall, Bury St Edmunds. Signposted from the A14. Club and trade stands. Free car park. 10am to 5pm. Contact Dominic Stevenson, 7 Silverdale Close, Ipswich, IP1 4JF. 01473 743189.

● October 2nd

The Chelmsford and Essex Scale Model Society Open Evening at 7.30pm at The Cricketers Inn, Moulsham Street, Chelmsford, Essex. For information contact Nigel on 01376 518515, Chris on 01376 553211 or Phil on 01245 476786.

● October 3rd & 4th

IPMS Region 2 Convention hosted by IPMS Northern Virginia - 'A history of Flight'. This convention will be held at the Sheraton Reston Hotel, 11810 Sunrise Valley Drive, Reston, VA, USA. For more information contact: Vince Mankowski, 47799 Circle Drive, Great Mills, MD, 20634, Tel: (301) 863-2999 or Email: modelbuilder@earthlink.net.

● October 4th & 5th

IPMS Belgium presents 35 Years Modellers' Party & National Convention 2003. For more details contact Didier Waelkens, Esdoornlaan 33, B-1850 Grimbergen, Belgium, Email: didier.waelkens@skynet.be or Tel: +32 2 251 33 10

● October 5th

International Model Exhibition at RAF Halton airfield Wendover, near Aylesbury, Bucks. 10am to 4.30pm. For information Tel: 01494 881437.

● October 5th

Lincoln and Newark Models Clubs present, Model Expo 2003 at the Southwell racecourse, Nottinghamshire. For more details contact Ian Crawford, 51 Richmond Road, Lincoln, LN1 1LH. tel: 01522 804661 or Email: expo@newarkmodelclub.co.uk

● October 18th

Abingdon IPMS are holding their much improved annual show at Abbey Halls, Abingdon town centre, Oxfordshire. A new, larger venue. Open 10am to 4.40pm. Admission £2 adults, £1 child/OAP. For further information contact Simon Fisher 01993 774034, Gary Madgwick 01235 769746 or Steve Lovelock 01235 815571.

● October 25th

JaxCon 2003-Contest and Model Show. University of North Florida - University Center. Contact - Gil Hodges, 904-215-8108, slowhandshodges@aol.com

● October 25th

Model bring and buy sale at Woolfardisworthy Sports and Community Hall, 9 miles West of Bideford on A39, signs from Bucks Cross. 10am to 4pm. All enquiries, Tel: 01409 241058.

● November 1st

North Surrey Military Modelling Group Open Day. We will be holding our open day at a new venue, The Thomas Wall Centre, Benhill Avenue, Sutton, Surrey. The area is well served by buses and trains and there is a large car park within 5 minutes walk of the hall. Doors open at 10am, there will also be a competition with all classes open to visitors. Any Clubs or traders interested in attending (or if you want anymore info), call Dus Adele on 02083935480 or email dus.adele@ntlworld.com Second annual convention sponsored by IPMS First Coast-Jacksonville, FL.

● November 2nd

Elsecar Model Show at Elsecar Heritage Center, Wath Road, Elsecar, Barnsley.

10am to 4.30pm. Further details from Martin Blundell 01226 753649 or Roger Evans 01226 203784.

● November 8th

Heathrow Aircraft Enthusiasts' Fair at the Feltham Community College, Browells Lane, Feltham, Middlesex. TW13 7EF. For more details call Keith Manning on 01372 725063 or Email keithmanning01@a2.co.uk

Greater Peterborough Model show:

Contact David Martin 01733 380250

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● January 4th

Croydon Airport New Year Aviation Collectors' Fair at Airport House, Purley Way, Croydon, Surrey. For more information contact Acebell Aviation on 01737 822200.

Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.



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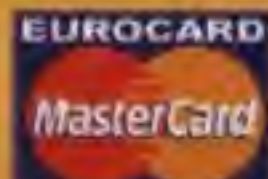


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